ENVIRONMENTAL IMPACT REPORT
SCH # 2022040044
FOR
THE DISTRICT AT JURUPA VALLEY

PREPARED FOR:

CITY OF JURUPA VALLEY

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SECTION 1.0 – EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

This section has been prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed District at Jurupa Valley Specific Plan (Project). In accordance with State CEQA Guidelines § 15123, this chapter provides a brief Project description; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; describes areas of controversy known to the Lead Agency and issues to be resolved; summarizes alternatives; and summarizes environmental impacts.

1.1 Project Overview

The District at Jurupa Valley Specific Plan proposes development of approximately 248.3 acres in the northeast part of the City of Jurupa Valley, including 1,196 residential units on 42.0 acres; 1,472,500 square feet of commercial uses on 97.7 acres; 30,000 square feet of business park uses on 7.8 acres; 1,500,000 square feet of industrial/logistics uses on 67.3 acres; 11.1 acres of public open space; and 22.4 acres of public improvements (including roadways and public facilities such as storm drainage basins).

Discretionary Permits

The project includes requests for several discretionary permits detailed below:

- Approval of the District at Jurupa Valley Specific Plan and repeal of the existing Emerald Meadows Specific Plan (SP-337)
- General Plan Amendment to change the underlying land use designations to accommodate the proposed multi-use Project; create a new General Plan Overlay, the "Commercial Retail-Integrated Use Overlay and establish the Commercial Retail-Integrated Use Overlay on a portion of the Project site; and to establish the Agua Mansa Warehouse and Distribution Center Overlay Zone on a portion of the Project site.
- Change of Zone to modify the existing Specific Plan Zone from the Emerald Meadows Ranch Specific Plan to the new District at Jurupa Valley Specific Plan
- Development Agreement to vest the Project and allow for the orderly development within the Specific Plan area.
- Tentative Maps(s) to subdivide the Project site into several parcels with varying land uses and including street vacations.

The initial subdivision map for the project is Tentative Tract 38318 that will establish both numbered and lettered lots along with the streets necessary to facility construction of the Project. Development of the District at Jurupa Valley Specific Plan would be phased through multiple projects over many years. Phase 1 is envisioned to start with demolition and rough grading of the entire Project site in 2023, with completion of the first buildings in 2025. Start of construction of Phase 2 is envisioned with grading in 2026; building completion will be in 2028 (Kimley-Horn, 2023a, p. 45-48). The Specific Plan would be implemented via multiple development projects. Details as to construction schedules and construction equipment for each development project are identified and analyzed as part of this Environmental Impact Report.

1.2 Existing Project Site Conditions

The Project site is vacant except for 11 single-family residences in the central part of the site and two garages on the southeast site boundary at 5231 and 5225 34th Street. Remnants of demolished structures are present near Wallace Street in the middle of the site, and near 30th Street and Hall Avenue in the north part of the site (AEI, 2019). The Project site is relatively flat; elevations onsite range from approximately 845 feet above mean sea level (amsl) in the north-central part of the site to 785 feet amsl next to the south site boundary. The entire site is fenced off. Existing site conditions are discussed in more detail in Section 3.0.

Nearly the entire project site is disturbed land supporting little vegetation, which consists of weeds and scattered trees. A small strip of disturbed riparian vegetation is present along the Jurupa Ditch in the west half of the site.

The General Plan land use designations for the project site are Medium Density Residential (MDR; 2-5 dwelling units [DU] per acre); Medium High Density Residential (MHDR; 5-8 DU/acre); High Density Residential (<14 DU/acre); Very High Density Residential (<30 DU/acre); and Commercial Retail (CR) (City of Jurupa Valley, 2022a). The project site is zoned Specific Plan (Emerald Meadows Ranch Specific Plan) (City of Jurupa Valley, 2022b).

1.3 Areas of Controversy

Based on the NOP comment letters provided in Appendix A2 of this DEIR, issues raised by the public included project impacts on: transportation regarding proposed industrial uses; health effects of air pollutants; proposed parks and trails and project impacts on parks; impacts to County drainage facilities and mitigation for such impacts; and impacts on Native American tribal resources.

Refer to Appendix A2 for all comments received during the public review period, including a comment tracking matrix that provides a summary of the comments received during the public review period and where those comments are addressed in the EIR. It should be noted that CEQA does not require the lead agency to respond individually to all comments received during the public scoping period.

1.4 Summary of Environmental Impacts

Table 1.0-1 below provides a summary of the environmental impacts of the Project evaluated in this DEIR. These impacts are summarized as follows:

Table 1.0-1
IMPACTS AND MITIGATION MEASURES

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
a) Would the project have a substantial adverse effect on a scenic vista?	Less than significant.	No mitigation measures are required.	Less than significant.
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 measures are required.	No impact.
c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant.	No mitigation measures are required.	Less than significant.
d) Would the project create a new source of substantial light or glare which would adversely	Less than significant.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
affect day or nighttime views in the area.			
Agricultural and Forestry Resources			
Impacts determined to be No Impact (see Section 6, *Other CEQA Considerations*)			
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?			
c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?			
d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?			
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?			
Air Quality			
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Significant.	**MM AQ-1 Mitigation Measures (applicable to all Specific Plan uses). Minimize Construction Emissions.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. • All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such	Significant and unavoidable.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region. • The maximum daily disturbance area (actively graded area) shall not exceed 4 acres per day. • Construction equipment shall be properly maintained according to manufacturer specifications. • All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour. • Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled. • Information on ridesharing programs shall be made available to construction employees. • During construction, lunch options shall be provided onsite. • A publicly visible sign shall be posted at the primary construction entrance with the telephone number and person to contact regarding dust complaints per SCAQMD Standards.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles. • The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Jurupa Valley. • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet- power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		MM AQ-2 Low VOC Paint. During construction, the Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the City of Jurupa Valley Building and Safety Department shall confirm that plans include the following specifications: • All architectural coatings will be super-compliant low VOC paints. • Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. • Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. • For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). • Use compliant low-VOC cleaning solvents to clean paint application equipment. • Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. • Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. • Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		other application techniques with equivalent or higher transfer efficiency. **MM AQ-3 Vehicle Trip Reduction.** Develop a qualifying Commute Trip Reduction (CTR)/ Transportation Demand Management (TDM) plan to reduce mobile emissions for all uses. The TDM plan shall be approved by the City of Jurupa Valley prior to the issuance of building permits and incorporated into the Project's Covenants, Conditions and Restrictions (CC&Rs). The TDM plan shall discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The following measures shall be incorporated into the TDM plan. TDM Requirements for Non-Residential Uses: • The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site. • The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, half-time transportation coordinators, providing a web site or message board for coordinating rides, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available. Verification of this measure shall occur prior to building permit issuance for the commercial uses.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		TDM Requirements for Residential Units: • Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy. • Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant or subsequent property manager shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa Valley. The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy for a residential project. **MM AQ-4 Prohibition of Fireplaces.** The installation of wood-burning and natural gas fireplaces shall be prohibited. The purpose of this measure is to limit emissions of ROG, NOX, particulate matter and visible emissions from wood-burning and natural gas fireplaces used for supplemental heat, or ambiance and does not apply to HVAC systems. This prohibition shall be noted on the deed and/or lease agreements for future property owners/tenants to obey	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		MM AQ-5 Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. All residential and non- residential properties shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure does not apply to open space areas that are maintained by the Park's District or City of Jurupa Valley. Those entities are required to comply with applicable State and South Coast Air Quality Management District (SCAQMD) rules regulating landscape equipment. **MM AQ-6 Warehouse Mitigation Measures (Electrical Rooms).** Prior to the issuance of a building permit for tenant improvements, the Planning Department shall confirm that the Project is designed to include the following: • The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-7 TRUs to be Plug-in-Capable.** Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that requires all Transport Refrigeration Units (TRUs) entering the Project site be plug-in capable. Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electrical hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-8 Truck Rule Signage.** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that all truck access gates and loading docks within the Project site shall have a sign posted those states the following: • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged. • Telephone numbers of the building facilities manager and CARB to report violations. • Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-9 Energy Efficiency for Trucks (Carl Moyer Program).** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program— including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-10** Prior to the issuance of a tenant occupancy permit for any residential, commercial, or industrial building, the Planning Department shall confirm that the Project plans and specifications for the residential, commercial, and industrial buildings shall include electric vehicle (passenger car) charging stations and parking spaces at each building for employees and the public to use as required by the CalGreen Code in effect at the time of	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		permit issuance. This mitigation measure applies only to tenant improvements and not the building shell approvals. **MM AQ-11** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications show the following: • All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals. • All standard emergency generators (i.e. non-cold storage generators) shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City. **MM AQ-12 Warehouse Indirect Source Rule (Rule 2305).** The Project tenants shall comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). This rule is expected to reduce NOX and PM10 emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		MM AQ-13 Residential Mitigation Measures: Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to prohibit natural gas use within residential structures.	
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?	Significant.	MM AQ-1 through MM AQ-13 apply.	Significant and unavoidable.
c) Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant.	No mitigation measures are required.	Less than significant.
d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant.	No mitigation measures are required.	Less than significant.
Biological Resources			
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	Significant.	**BIO-1 Pre-Construction Nesting Bird Survey**: To remain in compliance with the MBTA and CFGC § 3503 and § 3503.5, no direct impacts shall occur to any nesting birds, including raptors, their eggs, chicks, or nests during the breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of breeding migratory	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		birds, including raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer shall be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required (RECON, 2023a, p. 29). **BIO-2 Pre-Construction Burrowing Owl Survey:** A pre-construction survey shall be required within 30 days prior to any ground disturbing activities. If western burrowing owls are present, one of the following mitigation measures from the MSHCP (WRCRCA 2003) shall also be required: • Based on the results of the Pre-Construction Burrowing Owl Survey, if the site contains or is part of an area that supports less than 35 acres of suitable habitat, or the survey reveals that the site and surrounding area support fewer than three pairs of western burrowing owls, the on-site western burrowing owls shall be passively or actively relocated following accepted protocols; or • Based on the results of the Pre-Construction Burrowing Owl Survey, if the site, including adjacent areas, supports three or more pairs of western burrowing owls, supports greater than 35 acres of suitable habitat, and is non-contiguous with MSCHP Conservation Area lands, at least 90 percent of the area with long-term conservation value and western burrowing owl pairs shall be conserved on-site (RECON, 2023a, p. 30). **BIO-3 Biological Monitor:** Per the MSHCP requirements stated in Volume 1, Appendix C of the MSHCP, A qualified project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint (Riverside County, 2003). • A biological monitor shall monitor activities that result in tree or vegetation removal to minimize the likelihood of inadvertent impacts to nesting birds and special-status wildlife species, with special attention given to any protected species observed during the pre-construction breeding bird surveys. Monitoring shall also be conducted periodically during construction activities to ensure no new nests are built during any vegetation removal or building demolition activities between February 1 and September 15. The biological monitor shall ensure that all Best Management Practices (BMPs), avoidance, protection and mitigation measures described in the relevant project permits and reports are in place and are adhered to. • The biological monitor shall have the authority to temporarily halt all construction activities and all non-emergency actions if sensitive species and/or nesting birds are identified and would be directly affected. The monitor shall notify the appropriate resource agency and consult if needed. If necessary, the biological monitor shall relocate the individual outside of the work area where it shall not be harmed. Work can continue at the location if the applicant and the consulted resource agency determine that the activity will not result in adverse effects to the species. • The appropriate agencies shall be notified if a dead or injured protected species is located within the Project site. Written notification shall be made within 15 days of the date and time of the finding or incident (if known) and must include; location of the carcass, a photograph, cause of death (if known), and other pertinent information.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
b) Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than significant.	No mitigation measures are required.	Less than significant.
c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially significant.	**BIO-4:** Prior to City and County approvals, including the issuance of a Riverside County Flood Control District (RCFCD) Encroachment Permit, and prior to ground disturbance and construction of the Project, the applicant shall obtain or provide documentation that an Agency declines jurisdiction of any features and a permit is not required: A. A Section 404 CWA General or Individual permit for the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S. or documentation that a Section 404 permit is not required (i.e. Army Corps declines jurisdiction or definition of Water of US changes pursuant to *Sackett vs. Environmental Protection Agency*; B. A Section 401 CWA Water Quality Certification from the RWQCB for water quality impacts related to the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S.; and certification in conjunction with the USACE 404 permit or a Waste Discharge Requirement permit pursuant to Porter-Cologne Act.	Less than significant

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		C. A Lake and Streambed Alteration Agreement (LSAA) from CDFW to authorize permanent impacts to 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian. The Project Applicant would be responsible for complying with all permit conditions. Such conditions may include, but are not limited to, implementation of best management practices (i.e., erosion and sediment control measures) and seasonal work restrictions, as appropriate. In addition, the USACE, RWQCB, and CDFW are expected to require compensatory mitigation for impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. The amount of required compensatory habitat acreage would be based on the functions and values of impacted features. Habitat compensation would be provided at a ratio of up to 1:1 of created to filled or disturbed in-kind habitat, pending coordination with the agencies. This ratio may be reduced through the permit process if the agencies find that a different ratio is sufficient to mitigate impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. If there is a change in the law where one or more of these Permits is not required, evidence of that change shall be submitted to the Planning Department for its review and concurrence.	
d) Would the project interfere substantially with the movement of any resident or migratory fish or wildlife species or with	Less than significant.	No mitigation is required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?			
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant.	No mitigation is required.	Less than significant.
f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Significant.	Mitigation measures **BIO-1 – BIO 4** from Section 4.3 and **NOI-1 and NOI-2** from Section 4.12, *Noise.*	Less than significant.
Cultural Resources			
a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Potentially significant.	**CUL-1: Cultural Resources Monitoring Program (CRMP)**. Prior to issuance of any grading permit, the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). The CRMP shall identify the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of a CRMP along with the executed copies of Monitoring Agreements with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño	Less than significant

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Indians, and Yuhaaviatam of San Manuel Nation, either individually or collectively, shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. At the conclusion of monitoring, if resource(s) are determined to be less than significant, written evidence that monitoring was completed shall be provided to the Jurupa valley Planning Department. If any resources(s) are significant, Cultural Resources Mitigation Measure CR-2 shall apply. **CUL-2: Treatment Plan.** A Treatment Plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The Treatment Plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall include a statement that the preparation of the Treatment Plan was discussed with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. The statement shall identify the date(s) and contact persons involved. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation.	
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Significant.	Mitigation measures **CUL-1** and **CUL-2.**	Less than significant.
c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Less than significant.	No mitigation measures are required.	Less than significant.
Energy			
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? and b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant.	No mitigation measures are required.	Less than significant.
Geology and Soils			
a) Would the project directly or indirectly cause potential substantial adverse effects,			

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
including the risk of loss, injury, or death involving:			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than significant.	No mitigation measures are required.	Less than significant.
ii) Strong seismic ground shaking?	Less than significant.	No mitigation measures are required.	Less than significant.
iii) Seismic-related ground failure, including liquefaction?	Less than significant.	No mitigation measures are required.	Less than significant.
iv) Landslides?	Less than significant.	No mitigation measures are required.	Less than significant.
b) Would the project result in substantial soil erosion or the loss of topsoil?	Less than significant.	No mitigation measures are required.	Less than significant.
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.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
d) Would the project 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?	Less than significant.	No mitigation measures are required.	Less than significant.
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	Less than significant.	No mitigation measures are required.	Less than significant.
f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Significant.	**PALEO-1 Paleontological Monitoring.** The following note shall be included on any Grading Plan: "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 to be graded or excavated in excess of fifteen feet. Full-time monitoring of grading or excavation activities shall be performed starting from the surface in undisturbed areas of older Quaternary (middle to late Pleistocene) alluvial fan deposits within the Project boundary, as shown on a grading plan. 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	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		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." **PALEO-2 Paleontological Resource Impact Management Plan.** The following note shall be included on any grading plan: "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 the area to be graded. 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 the San Diego Museum of Natural History on March 30, 2022 (**Technical Appendix D12** 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	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		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."	
Greenhouse Gas Emissions			

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant.	**GHG-1 Renewable Energy Generation**. Prior to issuance of each building's permit for each development phase, the Project shall be required to install solar photovoltaic (PV) panels or other source of renewable electricity generation on-site, based on the maximum roof area available for solar (i.e., solar-ready zone). The solar-ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access, pathway, ventilation, and spacing requirements, and exclude skylight area. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. The schedule of photovoltaic system locations may be updated as needed. **GHG-2: Building Energy Efficiency.** Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) standards or meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application in order to exceed 2023 Title 24 energy efficiency standards by a minimum of 15 percent.	Significant and unavoidable.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		GHG-3: Energy Efficient Appliances. For residential projects, all major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) installed shall be Energy Star certified or of equivalent energy efficiency where applicable. Prior to the issuance of the certificate of occupancy, the City of Jurupa Valley shall verify implementation of this requirement. **GHG-4: Solid Waste Diversion.** The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with City standards for recyclable collection and loading areas. The diversion plan shall also comply with the established solid waste and recycling laws including AB 939 and AB 341.	
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant.	**MM AQ-3 , AQ-4, AQ-5**, and **MM AQ-13** in the Air Quality Assessment and **MM GHG-1** through **GHG-4.**	Less than significant.
Hazards and Hazardous Materials			
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.	No mitigation measures are required.	Less than significant.
b) Would the project create a significant hazard to the public or the environment through	Less than significant.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			
c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant.	No mitigation measures are required.	Less than significant.
d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Significant.	**HAZ-1 Site Remediation Management Plan:** In accordance with the December 15, 2022 Standard Voluntary Agreement entered into between the Project Applicant and the Department of Toxic Substances Control (DTSC), prior to issuance of project grading permits, the Project Applicant shall provide written verification to the City of Jurupa Valley demonstrating DTSC approval of: 1) a Supplemental Site Investigation (SSI) Work Plan; and 2) a Removal Action Work Plan (RAW) or Remedial Action Work Plan (RAP) if removal action is appropriate. The SSI Work Plan will include a Quality Assurance/Quality Control (QA/QC) Plan which provides protocols for sampling to ensure that on-site soils are fully characterized, to the extent practicable, and to ensure proper classification of on-site soils for on-site reuse or for off-site disposal. The SSI Work Plan shall comply with ASTM Standard E-1903 and DTSC requirements, as applicable. The RAW Plan shall comply with California Health and Safety Code Sections 25323.1 and 25356.1. Potential response actions include soil management, land use controls, cover, capping, and long-term operation and	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		maintenance, as needed. The RAW Plan will include measures to address worker and public safety, air quality, and fugitive dust generated from the earthmoving activities during implementation of the response action. The Removal Action Work Plan will include components such as: • A Soils Management Plan to ensure safe and appropriate handling of site soils and transport and off-site disposal, if necessary. • Sampling and Analysis Plan with corresponding Quality Assurance Plan to confirm the effectiveness of the RAW , if applicable. • A Contingency Plan for new findings that may occur during site grading. • Dust control measures and an Air Monitoring Plan in accordance with SCAQMD Rule 1156, Rule 1466, and Rule 403, as applicable. • Any other components deemed necessary by the DTSC to protect groundwater, air quality, or human health or as required by California Health and Safety Code Section 25356.1. If the proposed removal action does not meet the requirements of Health and Safety Code section 25356.1(h), Proponent will prepare a Remedial Action Plan (RAP) in accordance with Health and Safety Code section 25356.1(c) for DTSC review and approval. The RAP summarizes the results of the site characterization, risk evaluation and feasibility study and sets forth in detail appropriate steps to remedy soil, surface water and groundwater contamination at the Site and adjacent areas. In addition, the RAP shall contain a schedule for	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		implementation of all proposed removal and remedial actions. **HAZ-2 Post Remediation Requirements/Restrictions:** Prior to issuance of building permits for construction of project buildings on a particular parcel where remediation was required, the Project Applicant shall provide a copy or copies of a deed restriction or land use covenant, if required by the DTSC, which has been recorded over the parcel for which a building permit is sought. The deed restriction or land use covenant shall serve as a land use control to limit the use of the parcel to permissible uses based upon applicable screening levels and shall be in a form approved by the DTSC and recorded pursuant to California Health and Safety Code Section 25395.99. **HAZ-3 Post Remediation Clearance Determination:** Prior to issuance of a Certificate of Occupancy for any project building on a particular parcel where remedial activities under the oversight of the DTSC occurred, the Project Applicant shall provide written verification from DTSC to the City of Jurupa Valley Planning Director demonstrating either: 1) that the parcel has been remediated sufficiently to allow safe occupancy of buildings thereon; or 2) issuance of a "No Further Action" letter or equivalent for the parcel. The written verification shall serve to indicate that the parcel is suitable for the intended development based upon screening levels appropriate for the relevant land use exposure scenario, or other risk methodology required by the DTSC, and that no further investigation or remediation is required other than any long-term operation and maintenance requirements or monitoring that may be required by DTSC or other regulatory agencies.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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?	Less than significant.	No mitigation measures are required.	Less than significant.
f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant.	No mitigation measures are required.	Less than significant.
g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than significant.	No mitigation measures are required.	Less than significant.
Hydrology and Water Quality			
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant.	No mitigation measures are required.	Less than significant.
b) Would the project substantially decrease groundwater supplies or	Less than significant.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or offsite; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	Less than significant.	No mitigation measures are required.	Less than significant.
iv) Impede or redirect flood flows?			

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
d) Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No impact.	No mitigation measures are required.	No impact.
e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant.	No mitigation measures are required.	Less than significant.
Land Use and Planning			
a) Would the project physically divide an established community?	No impact.	No mitigation measures are required.	No impact.
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.	No mitigation measures are required.	Less than significant.
Mineral Resources			
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Less than significant.	No mitigation measures are required.	Less than significant.
b) Would the project result in the loss of availability of a locally	Less than significant.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			
Noise			
a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Significant.	**NOI-1 Construction Noise Mitigation Plan** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: • The construction contractor shall limit commercial construction activities adjacent to or 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 (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m. • The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.	Significant and unavoidable (cumulative off-site traffic noise).

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all project construction. • For construction activity within 50 feet or impact pile driving within 285 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction activities that would require the use of heavy construction equipment. The barrier shall be located between the construction zone and all adjacent sensitive receptor land uses. The temporary sound barrier shall provide a reduction in noise that shall meet the City's construction noise threshold of 55 dBA Lmax as measured at the façade of the sensitive receptor land uses. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 25 or greater. The barrier can be either (a) a 0.75-inch-thick plywood wall or (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher. Temporary barriers would not be necessary if the applicant/developer can demonstrate to the satisfaction of the City that construction noise levels would be below 80 dBA L_{eq} threshold at sensitive receptors. • Impact pile driving within 285 feet of any noise-sensitive receptors shall use an acoustical shroud (i.e., a	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		noise curtain shall be installed on the pile driver or around the pile) to reduce noise by up to approximately 15 dBA. Additionally, foundation pile holes shall be predrilled, or sonic or vibratory pile drives shall be used, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile. • The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., a bad muffler) and shall require that measures be implemented to correct the problem. • These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building Official of the City in accordance with Section 11.05.070 of the Municipal Code. **Operational Noise** **NOI-2 Stationary Source Operational Noise Reduction Plan** Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit on-site operational stationary noise source impacts: • Any proposed large scale, mixed-use, or master-planned developments shall demonstrate compliance with Noise Policy NE 1.9 and NE 1.10 of the City's Noise Element by incorporating acoustic site planning to the satisfaction of the Planning Director that adequately minimizes potential noise impacts to adjacent land uses to meet the City's standards shown in General Plan Figure 7-3. In addition, such projects shall demonstrate compliance with Noise Policy NE 3.1 of the City's Noise Element, such projects and shall submit an Operational Noise Reduction Plan to the	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter noise rating. • Any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls).	
b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Significant from construction. Less than significant from operation.	**NOI-3 Construction Vibration Reduction Plan** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: • For any future development projects that would necessitate the use of pile driving within 100 feet of	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		an off-site structure , shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.	
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.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Population and Housing			
a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant.	No mitigation measures are required.	Less than significant.
b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant.	No mitigation measures are required.	Less than significant.
Public Services			
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:			

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Fire Protection Services	Less than significant.	No mitigation measures are required.	Less than significant.
Police Protection Services	Less than significant.	No mitigation measures are required.	Less than significant.
Schools	Less than significant.	No mitigation measures are required.	Less than significant.
Parks	Less than significant.	No mitigation measures are required.	Less than significant.
Other public facilities? (Libraries)	Less than significant.	No mitigation measures are required.	Less than significant.
Recreation			
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant.	No mitigation measures are required.	Less than significant.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant.	No mitigation measures are required.	Less than significant.
Transportation			
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit,	Less than significant.	No mitigation measures are required.	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
roadway, bicycle and pedestrian facilities?			
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant for Residential and Employment VMT. Potentially significant for cumulative VMT.	**TRANS-1: Transportation Demand Management Program**. Prior to recordation of the Final Map, the Property Owner shall provide assurances that the transportation demand management measures described below, will be perpetually implemented, regardless of property ownership, and a mechanism for informing subsequent property owners of the transportation demand management plan requirements. These requirements may be accomplished through recordation of covenants, conditions and restrictions and/or the formation of a transportation management association which assumes responsibility for implementation and monitoring of the transportation demand management measures or other measures deemed acceptable by the City. TDM Requirements for Non-Residential Uses: 1. Prior to the issuance of a building permit for any phase, the Project Applicant shall consult with the Riverside Transit Authority (RTA) on the need to provide infrastructure to connect the Project with transit services and to relocate the existing bus stop on northbound Rubidoux Boulevard at Frontage Road southward to the intersection of Rubidoux Boulevard and proposed A Street. The applicant shall fund such relocation. The Project Applicant shall fund a study on behalf of RTA to determine whether adding bus service along proposed A Street in the Project site would be warranted by potential ridership and be practicable for RTA. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site.	Less than significant for Residential and Employment VMT. Significant and unavoidable for cumulative VMT.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		2. Prior to the issuance of an occupancy permit for any commercial use, future tenants in employment-generating land uses developed pursuant to the proposed Project shall implement measures including, but not be limited to, the following: ride-matching assistance; preferential carpool parking; flexible work schedules for carpools; transportation coordinators; providing a web site or message board for coordinating rides; designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and including bicycle end of trip facilities including bike parking, bike lockers, showers, and personal lockers. The measures chosen must achieve a total estimated VMT reduction not less than 8.3 percent. This list may be updated as new methods become available. TDM Requirements for Residential Units: 3. Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval prior to the issuance of the first certificate of occupancy for a residential project. 4. Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa Valley.	

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy for a rental project.	
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.	No mitigation measures are required.	Less than significant.
d) Would the project result in inadequate emergency access?	Less than significant.	No mitigation measures are required.	Less than significant.
Tribal Cultural Resources			
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as	Potentially significant.	Mitigation measures **CUL-1** and **CUL-2** in Section 4.5, *Cultural Resources*. **TCR-1 Disposition of Prehistoric and/or Tribal Cultural Resources.** One of the following treatments shall be applied: 1. Preservation–in-place, if feasible this is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. 2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s)and include, at least, the	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
defined in Public Resources Code section 5020.1(k)? or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code § 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?		following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing and recordation have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. The designated 10' x 10' location for reburial shall be in a predetermined area that is limited in accessibility, not subject to erosion or flooding, and may require the incorporation of natural deterrents such as prickly plants, etc. The final artifact inventory associated DPR forms and location of the reburial shall be included in a confidential Phase IV Report. The Phase IV Report shall be filed with CHRIS System at the Eastern Informational Center, at UC Riverside, under a confidential cover and not subject to a Public Records Request. Copies of the Phase IV Report shall also be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation."	
Utilities and Service Systems			
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	Significant for construction and operation of proposed electric lines and natural gas pipelines. Less than significant for storm water drainage and	Mitigation measures **GHG-1** and **GHG-2** in **Section 4.7,** *Greenhouse Gas Emissions.*	Less than significant.

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
which could cause significant environmental effects?	balance of new utility facilities.		
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.	No mitigation measures are required.	Less than significant.
c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant.	No mitigation measures are required.	Less than significant.
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.	No mitigation measures are required.	Less than significant.
e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than significant.	No mitigation measures are required.	Less than significant.
Wildfire			

Threshold	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impacts determined to be Less than Significant (see Section 6, *Other CEQA Considerations*)			
a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?			
b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			
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?			
d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			

SECTION 2.0 - INTRODUCTION AND PURPOSE

2.0 INTRODUCTION AND PURPOSE

This Draft EIR (DEIR) 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 § 21067 and CEQA Guidelines Article 4 and § 15367, the City of Jurupa Valley is the Lead Agency under whose authority this DEIR 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 DEIR has been completed in accordance with CEQA;

(2) review and consider the information contained in this DEIR as part of its decision making process;

(3) make a statement that this DEIR 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 DEIR 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 § 15040 through § 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 DEIR 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 DEIR contains all of the information required to be included in a DEIR 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 a DEIR contain, at a minimum, certain specified

content. The locations of such required content are specified in the list of sections below.

- Table of Contents
- Summary: Section 1.0
- Project Description: Section 3.0
- Environmental Setting; Sections 4.1 through 4.18
- Environmental Impact Analysis: Sections 4.1 through 4.18 and Section 5.0
- Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented: Section 6.1
- Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented: Section 6.3
- Growth-Inducing Impact of the Proposed Project: Section 6.4
- Analysis of the Project's Energy Conservation Measures: Sections 4.5 and 6.3
- Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects: Sections 4.1 through 4.18 and Section 5.0
- Consideration and Discussion of Alternatives to the Proposed Project: Section 5.0
- Effects Not Found to be Significant: Section 6.5
- Organizations and Persons Consulted: Section 10.0
- Discussion of Cumulative Impacts: Sections 4.1 through 4.18

In summary, the content and format of this DEIR 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, 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 DEIR. This section identifies the Project's potential environmental impacts and effects found not to be significant. This section also includes a description of the Notice of Preparation (NOP) comments received, a description of the document format, as well as the purpose of CEQA and this DEIR.

- **Section 3.0, Project Description**, serves as the DEIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project. 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 DEIR.

- **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 DEIR are referred to as "effects" or "impacts" interchangeably. 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 Project development. The analyses are

based in part upon technical reports that are appended to this DEIR. 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 § 15093.

Section 4.0 is organized by 18 issue areas (Subsections 4.1 through 4.18) 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 on March 31, 2022, the approximate date that this DEIR's NOP was released for public review.

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

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

- **Impact Analysis**. As required by CEQA Guidelines § 15126.2(a), this DEIR 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 are 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.

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

- **Mitigation Measures**. These are 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 a DEIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines § 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, Project Alternatives**, describes and evaluates alternatives to the Project that could reduce or avoid the Project's adverse environmental effects. CEQA requires a DEIR to consider a reasonable range of alternatives that will foster informed decision making and public participation. Seven alternatives were considered for analysis and five alternatives, including the No Project/No Development Alternative, No Project/Existing Specific Plan Alternative, Reduced Commercial Uses Alternative, Reduced Industrial Uses Alternative, and No Commercial and Industrial Uses Alternative are analyzed and presented as a reasonable range of alternatives in this section.

- **Section 6.0 Other CEQA Considerations.** This section describes significant unavoidable Project impacts and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects of the Project are also included. Additionally, this section analyses potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of mitigation measures for the Project. This section provides brief analyses of the two topics not analyzed in detail in Chapter 4, Agriculture and Forestry Resources, and Wildfire.

- **Section 7.0 References.** This section presents the references cited in the DEIR including the documents (printed and digital references), websites, data, software, and individuals (personal communications) consulted in preparing this document.

- **Section 8.0 Acronyms and Abbreviations.** This section presents the acronyms and abbreviations used throughout the DEIR.

- **Section 9.0 List of Preparers.** This section identifies the agencies, consultants, and individuals involved in preparing this DEIR.

- **Section 10.0 Consultation and Coordination.** This section provides a list of federal, state, and local agencies and organizations contacted during preparation of this DEIR.

- **Section 11.0 Mitigation Monitoring and Reporting Program.** This section presents a table with Mitigation Measures (MMs), Plans, Policies, and Programs (PPPs), and any Project Design Features (PDFs) specific to each resource area. The table also lists the responsible party/monitoring party and during what stage(s) of the Project these measures would be implemented.

- **Section 12.0 Recipients.** This section includes a list of agencies, organizations, and individuals to whom notification of availability of the DEIR was sent.

- **Technical Appendices**. CEQA Guidelines § 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 DEIR are bound separately as Technical Appendices. The Technical Appendices are available for review on the City's website at www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder labeled MA21269 The District at Jurupa Valley during the public review period for the DEIR and are contained in a flash drive in a pocket of the back cover of hard copies of the DEIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports and Supporting Information*.

2.2 Purposes of CEQA and this EIR

As stated by the CEQA Guidelines § 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 DEIR is an informative 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 DO Capital Partners (hereafter "Project Applicant") for the approval and development of The District at Jurupa Valley Specific Plan (City of Jurupa Valley, 2023) (Project) on approximately 248.3 gross acres. The subject property (hereafter, "Project site") is located in the City of Jurupa Valley, east of Rubidoux Boulevard, north of 34th Street, south of the SR-60 freeway, and west of the Santa Ana River. The new specific plan (The District at Jurupa Valley Specific Plan) would replace the Emerald Meadows Ranch Specific Plan (SP-337) and EIR (SCH 2004031007) that was approved by Riverside County in 2005, prior to the City's incorporation.

Pursuant to 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." As the first step in the CEQA compliance process, the City of Jurupa Valley prepared an NOP pursuant to CEQA Guidelines § 15082. When the

Lead Agency determines that an EIR will clearly be required for the project, an Initial Study is not required (CEQA Guidelines § 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 DEIR addresses the environmental topics listed below in Section 2.8, Notice of Preparation and Public Scoping Meeting, in the DEIR.

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 § 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.

The proposed Project includes a requested General Plan Amendment to change the underlying land use designations to accommodate the proposed multi-use Project, and to establish the Agua Mansa Warehouse and Distribution Center Overlay Zone on a portion of the Project site.

Therefore, the Project is considered a Regionally Significant Project under CEQA Guidelines § 15206. Thus, in compliance with CEQA Guidelines § 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 § 15150 permits 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 DEIR by reference are listed below and are also found in Section 7.0, References, of this DEIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this DEIR incorporates a document by reference, the document is identified in the body of the DEIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this DEIR. All references cited in this DEIR 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 DEIR 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. 2022-20, enacted November 23, 2022.
- City of Jurupa Valley Zoning Ordinance Title 9, codified through Ordinance No. 2022-20, enacted November 23, 2022.

2.5 Technical Reports and Supporting Information

This DEIR contains detailed technical studies, reports, and supporting documentation summarized herein and bound separately in Technical Appendices in accordance with CEQA Guidelines § 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 MA21269 The District at Jurupa Valley during the public review period for the DEIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

This DEIR includes the following appendices:

- **Appendix A – Notices and Distribution**
  - A1 – Notice of Preparation Filing with County Clerk
  - A2 – Notice of Preparation (NOP)
  - A3 – Notice of Completion
  - A4 – NOP Distribution Lists
  - A5 – Newspaper Publication Affidavit
- **Appendix B – Scoping Meeting Presentation and Comments**
  - B1 – Scoping Flysheet
  - B2 – Scoping Meeting PowerPoint Presentation
- **Appendix C – Comments on Notice of Preparation**
  - C1 – Public Comment Tracking Matrix
  - C2 – Public Comments
- **Appendix D – Technical Reports, Studies, and Assessments**
  - Appendix D1 – Air Quality Assessment
  - Appendix D2 – Health Risk Assessment
  - Appendix D2.1 – EPA EJScreen Report
  - Appendix D3 – Biological Technical Report
  - Appendix D4 – Burrowing Owl Focused Survey
  - Appendix D5 – Aquatic Delineation
  - Appendix D6 – Delhi Sands Flower-Loving Fly Habitat Assessment
  - Appendix D7 – Cultural Resources Technical Report
  - Appendix D8 – Energy Calculations
  - Appendix D9 – Geotechnical Report 2022
  - Appendix D10 – Geotechnical Recommendations Memo 2019
  - Appendix D11 – Geotechnical Report 2015
  - Appendix D12 – Paleontological Records Search
  - Appendix D13 – Greenhouse Gas Assessment
  - Appendix D14 – Phase I Environmental Stie Assessment
  - Appendix D14.1 – Limited Soil Investigation
  - Appendix D14.2 – AEI Correspondence to DO Capital
  - Appendix D14.3 – County of Riverside DEH Concurrence Letter
  - Appendix D15 – Water Quality Management Plan
  - Appendix D16 – Hydrology and Hydraulics Report
  - Appendix D17 – Water Supply Assessment
  - Appendix D18 – Acoustical Assessment

- Appendix D19 – Utility and Public Services Information Letters
- Appendix D20 – Traffic Impact Analysis
- Appendix D20.1 – Traffic Impact Analysis Memo 2023
- Appendix D21 – Vehicle Miles Traveled Analysis
- Appendix D22 – SB 18 Request to Native American Tribes
- Appendix D23 – Sanitary Sewer Capacity Study
- Appendix D24 – Caltrans Declassification Request Evaluation Report

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 § 15082 and § 15086(a)). As defined by CEQA Guidelines § 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 § 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 2.6-1, Responsible and Trustee Agencies, identifies the Responsible and Trustee Agencies and various actions needed by these agencies to implement the Project.

Table 2.6-1
RESPONSIBLE AND TRUSTEE AGENCIES

Agency	Action
Responsible Agencies	
California Department of Toxic Substances Control (DTSC)	Responsible for oversight of contaminated soil removal from the Project site to ensure public health and safety pursuant to the December 15, 2022 Standard Voluntary Agreement entered into by and between the Project Applicant and DTSC.
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)	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. Implementation of Waste Discharge Requirements (WDR) program for streambed alteration.
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

Agency	Action
California Department of Fish and Wildlife (CDFW)	Responsible for the issuance of any regulatory permits for jurisdictional waters.
California Department of Transportation (CalTrans)	Responsible for issuance of encroachment permits if required.
Jurupa Area Recreation and Parks District (JARPD)	Responsible for approval of all park development plans.
US Army Corps of Engineers (USACOE)	Responsible for the issuance of any regulatory permits for jurisdictional waters.

2.7 Public Review of the Draft Environmental Impact Report

This DEIR is being distributed to responsible agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code § 21092(b)(3), the DEIR is being provided to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the DEIR will be distributed as required by CEQA. During the 45-day public review period, this, DEIR 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 DEIR, the public comments and responses to the DEIR, 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 2.8-1, Summary of NOP and Scoping Meeting Comments, summarizes the substantive comments received regarding this DEIR'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 DEIR'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 DEIR. The NOP and all comment letters received by the City in response to the NOP are included in Appendix B and Appendix C of this DEIR.

Table 2.8-1
SUMMARY OF NOP AND SCOPING MEETING COMMENTS

Agency/ Organization/ Individual	Date	Comments	Location in this DEIR Where Comment is Addressed
Public Agencies			
California Department of Justice	April 11, 2022	Keep this Agency on the notification list for the Project. Is there a site plan that you can share?	Noticing; Section 3, *Project Description*
City of Riverside Community Development Department	April 29, 2022	All cumulative and regional impacts be fully analyzed and mitigated. **Parks, Recreation, and Community Services**: • Impacts on City's parks, include	Sections 4.1-4.18, *Cumulative impacts:* Section 4.15 *Recreation*

Agency/ Organization/ Individual	Date	Comments	Location in this DEIR Where Comment is Addressed
		mitigation measures for any recreational impacts. • Consistency with the City's Trails Master Plan • Discuss trail connection to local, County and adjacent jurisdiction trail systems • Discuss the Mission Boulevard Bridge Replacement Project and the trail facilities to be included in the District Plan to facilitate trail travel between the Project area and Riverside. • Discuss the interface of development along the Santa Ana River to avoid turning our backs on the River. Impacts on views of the rivers and adjacent parks and open spaces from the 60 Freeway. • Provide a call-out for the green line on the eastern edge of the industrial logistics land use. **Public Works – Traffic Engineering Division**: requests a school evaluation to determine where all students from the new housing will attend. **Public Works – Land Development Division:** requests review of the Drainage Study and Public Works Section.	Section 4.1, *Aesthetics* Sections 4.14, *Public Services,* and 4.15, *Recreation* Section 4.10, *Land Use and Planning*
County of Riverside - Riverside County Department of Environmental Health	March 31, 2022	Requests that the applicant completes the DEH [Department of Environmental Health] review process.	Section 4.8, *Hazards and Hazardous Materials*
Native American Heritage Commission (NAHC)	April 14, 2022	• Recommends consultation with the California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed Project. • Provided the requirements of AB 52 and SB 18.	Sections 4.4, *Cultural Resources*, and 4.14, *Tribal Cultural Resources*
Riverside County Flood Control and Water Conservation District	April 28, 2022	• Any District ROW or easements will require an encroachment permit. • Include all appendices that were used to support the conclusions found in the environmental document. • Regulatory Permits: If regulatory permits are required, the applicant will be required to furnish such permits prior to the issuance of a District Encroachment	Informational

Agency/ Organization/ Individual	Date	Comments	Location in this DEIR Where Comment is Addressed
		Permit. • District will review to verify that temporary and permanent impacts with its ROW or easement are covered. • District will need to confirm that no compensatory mitigation would impede the District's maintenance activities. • District is Responsible Agency and an MSHCP Permittee. CEQA document should include a MSHCP Consistency analysis. • District would consider accepting ownership of certain storm drain facilities that are constructed as part of the Project upon written request • Site in Rubidoux Master Drainage Plan area; thus, the Project may cause impacts to MDP facilities	Section 4.3, *Biological Resources*
City of Fontana	May 2, 2022	Requests to review transportation impact analysis	Request to Review Document
RCA/Riverside County Transportation Commission	April 1, 2022	• A portion of the Project occurs w/in MSHCP cells and a Joint Review (JPR 05-03—03-01) was performed by the RCA and the Project was found to be consistent with the MSHCP. • The site in MSCHP criteria cells. RCA found EMRSP consistent w/MSHCP, but neither CDFW nor USFWS concurred.	
Southern California Association of Governments (SCAG)	April 27, 2022	• Analyze consistency w/adopted 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). • Requests review of the environmental document	Sections 4.16, *Transportation*, and 4.10, *Land Use and Planning*
South Coast Air Quality Management District (South Coast AQMD)	April 14, 2022	• Requests that all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets including input and output files be sent to them. • CEQA Air Quality Analysis: recommends using the AQMD's CEQA Air Quality Handbook and website. Identify all potential adverse air quality impacts and all pollutant sources. • Mitigation Measures: Significant adverse air quality impacts, required feasible mitigation measures that go beyond what is required by law to minimize these impacts.	Section 4.2, *Air Quality*

Agency/ Organization/ Individual	Date	Comments	Location in this DEIR Where Comment is Addressed
		• Health Risk Reduction Strategies: relating to the effectiveness and feasibility of any filtration units, including building filtration systems, building design, orientation, location, vegetation barriers or landscape screening.	
Riverside County Airport Land Use Commission	April 12, 2022	Project requires ALUC review. Project is located with the Flabob Airport Influence Area (AIA) and Riverside Municipal AIA.	Section 4.8, *Hazards and Hazardous Materials*
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
Californians Allied for a Responsible Economy ("CARE CA")	April 29, 2022	**General Comments** Project Description and Baseline • Unspecified Industrial Use: include potential use of transportation refrigeration units (TRUs) during Project operation, and heavy truck traffic in its VMT analysis. • Air Quality: address current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health. • Mitigation: Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction and operations be zero emission, near-zero emissions or alternative-fueled vehicle. • Full Disclosure: Provide all sources and referenced materials.	Sections 4.16, *Transportation*, and 4.2, *Air Quality*
Gabrieleno Band of Mission Indians – Kizh Nation	April 5, 2022	Wants to set up a meeting to discuss the Project. Requests consultation.	Section 4.17, *Tribal Cultural Resources*
Southern California Gas Company	April 25, 2022	SoCalGas does not operate any facilities within this Project. The distribution of SoCalGas may maintain and operate facilities within your Project scope. Assure that there is no conflict.	Section 4.18, *Utilities and Service Systems*
Southwest Carpenters	April 29, 2022	Labor union representing 50,000 union carpenters. City should require community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. Require workers who have graduated from a Joint	Does not address CEQA adequacy

Agency/ Organization/ Individual	Date	Comments	Location in this DEIR Where Comment is Addressed
		Labor Management apprenticeship training program. Local hire; COVID workplace safety	
Yuhaaviatama of San Manuel Nation	April 26, 2022	Nearby cultural resources within the proposed Project area. Requests the cultural report, geotechnical report and Project plans showing the depth of proposed disturbance.	Section 4.17, *Tribal Cultural Resources*

2.9 Mitigation Monitoring and Reporting Program

In compliance with Public Resources Code § 21081.6 a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this DEIR. Per CEQA § 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 DEIR

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared an NOP (Appendix A) to determine the scope of environmental analysis for this DEIR. Public comment on the scope of this DEIR consisted of written comments received by the City of Jurupa Valley in response to the NOP. This DEIR is a full scope DEIR. During preparation of the DEIR the City determined that impacts to two environmental factors—Agricultural Resources and Wildfire—would be less than significant. Impacts on those two factors are addressed in Section 6.5, *Effects Not Found to be Significant.*

Each subsection of Section 4.0 of the DEIR 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 listed as follows:

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 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation
4.17 Tribal Cultural Resources
4.18 Utilities and Service Systems

2.11 Effects Found Not to be Significant

Section 15128 of the State CEQA Guidelines requires that an EIR "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 topics were found to have either no impact or a less than significant impact on the environment and therefore did not warrant further analysis in the DEIR and thus do not warrant mitigation: agriculture and forestry resources, and wildfire. Refer to the text below for a brief discussion of each of these environmental topics, which were eliminated from further analysis in the DEIR.

2.12 Agriculture and Forestry Resources-

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 non-agricultural use?

Under the City's local significance threshold, the project would have significant effects if: The Project is identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley and the project will convert such land to non-agricultural use.

Most of the Project site, approximately 166 acres, is mapped as Other Land, which is land not included in any other farmland mapping category. The balance of the Project site – approximately 66 acres – is mapped as Urban and Built-Up Land. No prime farmland, farmland of statewide importance, or unique farmland are mapped on or near the site; therefore, no impacts would occur.

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

Under the City's local significance threshold, the project would have significant effects if: The project is located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone and the project proposes a use inconsistent with the permitted or conditionally permitted uses in these zones; and/or the project is under an existing Williamson Act Contract pursuant to the California Land Conservation Act of 1965 and implemented by Riverside County Ordnance No, 509 and a Notice of Cancellation.

The Project site is zoned Specific Plan. The existing Emerald Meadows Ranch Specific Plan (EMRSP) permits residential, commercial, institutional, and park and open space uses (JHA Consulting, 2005). The EMRSP does not permit agricultural uses. Upon approval of the proposed District at Jurupa Valley Specific Plan, the site would also be zoned Specific Plan, and again would not be zoned for agricultural uses. Project implementation would not conflict with zoning for agricultural use, and no impact would occur.

The Project site is not subject to Williamson Act contracts; the nearest agricultural preserve is approximately 3.5 miles away. Project implementation would not conflict with Williamson Act contracts, and no impact would occur.

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))?

Under the City's local significance threshold, the project would have significant effects if: N/ A. There is no land within Jurupa Valley that meets the criteria to be classified as "forest land" or "timberland."

The Project site is zoned Specific Plan (SP), and is not zoned as forest land, timberland, or timberland production. Therefore, the proposed Project would not conflict with zoning for forest land or timberland, and 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?

Under the City's local significance threshold, the project would have significant effects if: N/A. There is no land within Jurupa Valley that meets the criteria to be classified as "forest land."

No forest land is present on or next to the Project site. The Project site is almost entirely vacant, and is 96.9 percent disturbed land, 2.5 percent developed land, and 0.6 percent disturbed riparian. Disturbed land appears to have been historically graded and/or developed and shows signs of being recently mowed or disked. This area contains little vegetation cover, consisting mostly of bare ground, nonnative weeds, and scattered trees (Recon, 2022). Project development would not cause a loss of forest land or convert forest land to non-forest use, and 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?

The Project site and surrounding properties are not currently used for agriculture. Land to the south, west and northwest of the site is built out with urban uses, and the Santa Ana River abuts the east site boundary. The areas to the north, south and west are designated as "Urban and Built-up Land", and the areas to the east are designated as "Other Lands". No mapped Important Farmland or forest land is present surrounding the Project site. Therefore, project development would not indirectly convert farm or forest lands to non-agricultural use or non-forest use on land surrounding the Project site, and no impact would occur.

Under the City's local significance threshold, the project would have significant effects if: The project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, Farmland in Jurupa Valley or by the Farmland Maps maintained by the California Department of Conservation) and the project is inconsistent with General Plan Policy COS 4.2 Agricultural Land Conversion which states: "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."

2.13 Wildfire

Under the City's local significance Screening Criteria: If the project site is not located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The Project site is not located within in a Fire Hazard Severity Zone (FHSZ) mapped by CAL FIRE. Notwithstanding, for disclosure purposes, the following thresholds were evaluated:

Threshold a): If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The Project site is not located within in a Fire Hazard Severity Zone (FHSZ) mapped by CAL FIRE. The nearest FHSZ to the Project site is a High FHSZ in a State Responsibility Area (SRA) approximately 0.3 mile to the northwest (CAL FIRE, 2022). The nearest Very High FHSZ in a Local Responsibility Area to the Project site is a Very High FHSZ approximately 1.8 miles to the west in the city of Jurupa Valley (CAL FIRE, 2022a). A portion of the Project site is within a Wildland Urban Interface (WUI) area mapped as an Interface Zone (CAL FIRE, 2022c); however, it does not meet the WUI criteria since it is not also located within a FHSZ.

Emergency response plans relevant to the Project site include the City's Local Hazard Mitigation Plan (City of Jurupa Valley, 2018), the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside, 2018), and the Riverside County Emergency Operations Plan (EOP) (County of Riverside, 2019). Evacuation routes abutting and near the Project site are presumed to include Rubidoux Boulevard and Mission Boulevard – both of which are designated Primary Corridors in the City of Jurupa Valley General Plan – and SR-60.

Construction

Project construction would not impair implementation of an emergency response plan. Construction would not impede emergency access to the Project site or the surrounding community. Trucks and construction equipment would travel to and from the site via truck routes designated by the City of Jurupa Valley. Rubidoux Boulevard and Mission Boulevard are each designated Primary Corridors by the City of Jurupa Valley General Plan. Offsite improvements would consist of connections of proposed utilities to existing utilities in roadways next to the site.

Project construction would comply with all applicable codes and ordinances for emergency access. Therefore, with adherence to regulatory requirements, construction would not impair implementation of, or physically interfere with, any adopted emergency response or evacuation plans.

Operation

During operation, the proposed Project would not involve activities that would impede public access or travel along the public right-of-way or interfere with an adopted emergency response or evacuation plan. The proposed Project would continue to adhere to the City's and County's emergency response plans and policies. Therefore, project operation would have less than significant impacts regarding emergency response plans or emergency evacuation plans.

Threshold b): Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No slopes are present on or next to the Project site that would substantially exacerbate wildfire hazards. The mean wind speed in Riverside is approximately four miles per hour most of the year (March through December), and lower than that in January and February. Prevailing directions are from the east and southeast (Pacific Energy Center, 2015). Project development would not exacerbate wildfire risks due to slope or prevailing winds, and impacts would be 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?

Project development would involve installation and maintenance of utilities. Utility mains would be installed in proposed roadways onsite and would be extended to connect to utility mains in existing roadways next to the site. Construction and maintenance of underground utilities would not substantially exacerbate fire risk. Impacts of such construction and maintenance would be part of the impacts of the whole project analyzed throughout Chapter 4 of this DEIR; no additional impact would occur.

Electric distribution lines on Rubidoux Boulevard west of the site and 34th Street south of the site are overhead. Electric distribution lines installed as part of the Project would be underground. Project development would not involve installation or maintenance of overhead electric lines that would exacerbate wildfire risks. Impacts would be less than significant.

Threshold d): Would project development expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No substantial slopes – where impacts subsequent to wildfires, including flooding, landslides, and mudflows, could be anticipated to originate – are present onsite. Project construction would include installation of a drainage system with capacity meeting requirements of the Riverside County Flood Control and Water Conservation District. Therefore, Project drainage changes would not cause downstream flooding. Impacts would be less than significant.

Section 6.5 of this DEIR includes a discussion as to why these environmental topics have been determined to be not significant.

SECTION 3.0 – PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 Introduction and Project Background

The District at Jurupa Valley Specific Plan proposes development of approximately 248.3 acres in the northeast part of the City of Jurupa Valley, including 1,196 residential units on 42.0 acres; 1,472,500 square feet of commercial uses on 97.7 acres; 30,000 square feet of business park uses on 7.8 acres; 1,500,000 square feet of industrial/logistics uses on 67.3 acres; 11.1 acres of public open space; and 22.4 acres of public improvements (including roadways and public facilities such as storm drainage basins). The Project site is bounded by the State Route (SR) 60 freeway on the north, the Santa Ana River on the east, 34th Street and single-family residential uses on the south, and Rubidoux Boulevard on the west. Most of the Project site is vacant and undeveloped, though previously used for agriculture, commercial and residential uses; 11 single-family residences are present in the central part of the Project site.

The County of Riverside approved the Emerald Meadows Ranch Specific Plan (EMRSP) SP-337 on the site in 2005, but the EMRSP was not developed. The EMRSP proposed a mixed-use community with residential, commercial retail, and park and open space uses.

The Project includes applications for the following discretionary permits from the City of Jurupa Valley, the lead agency:

- Approval of the District at Jurupa Valley Specific Plan and repeal of the existing Emerald Meadows Specific Plan (SP-337)
- General Plan Amendment to change the underlying land use designations to accommodate the proposed multi-use Project; create a new General Plan Overlay, the "Commercial Retail-Integrated Use Overlay and establish the Commercial Retail-Integrated Use Overlay on a portion of the Project site; and to establish the Agua Mansa Warehouse and Distribution Center Overlay Zone on a portion of the Project site.
- Change of Zone to modify the existing Specific Plan Zone from the Emerald Meadows Ranch Specific Plan to the new District at Jurupa Valley Specific Plan
- Development Agreement to vest the Project and allow for the orderly development within the Specific Plan area.
- Tentative Maps(s) to subdivide the Project site into several parcels with varying land uses and including street vacations. The initial subdivision map for the project is Tentative Tract 38318 that will establish both numbered and lettered lots along with the streets necessary to facilitate construction of the Project.

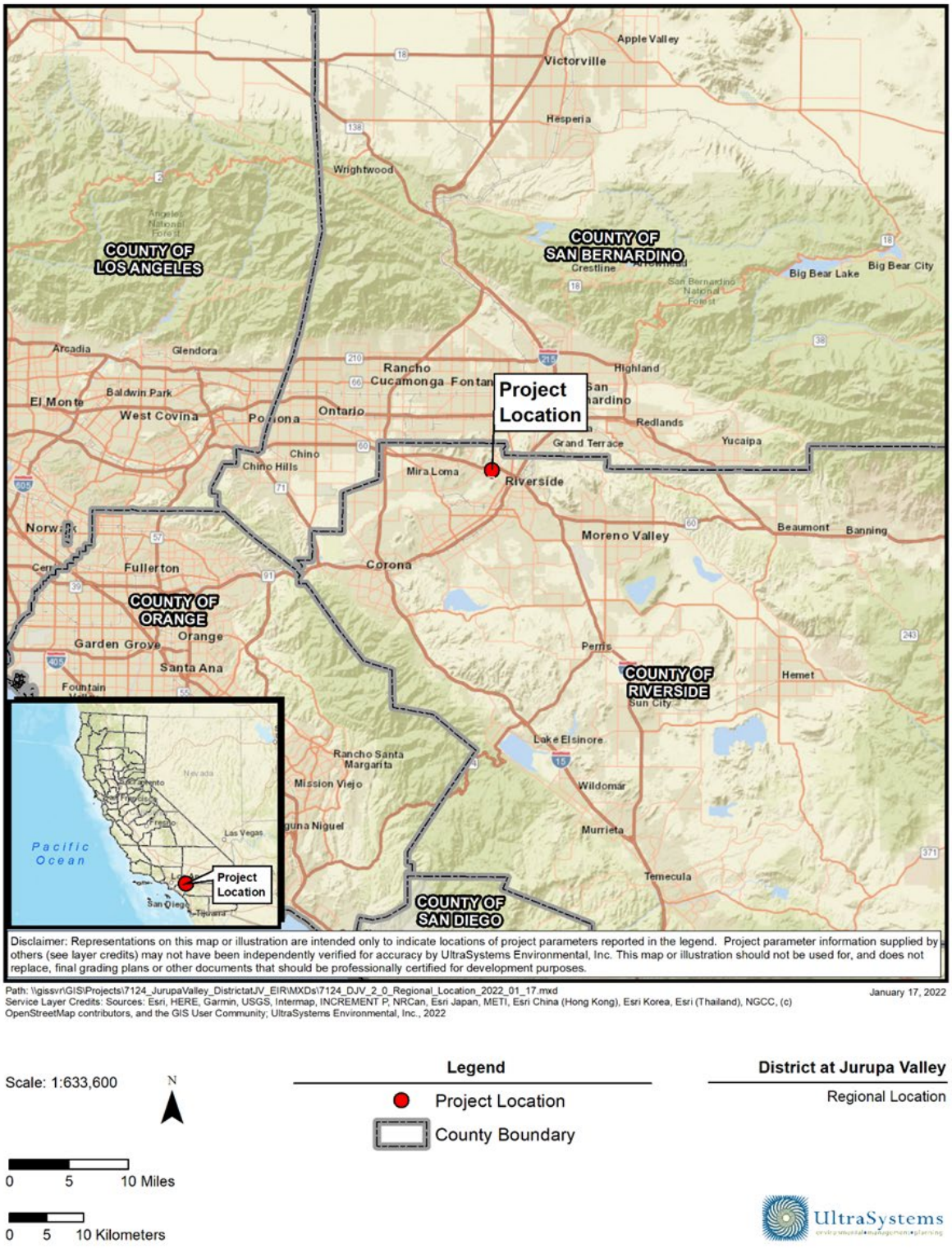
3.2 Project Location and Setting

3.2.1 Project Location and Existing Conditions

The Project site is approximately 248 acres on the east boundary of the City of Jurupa Valley, which is in the northwest corner of Riverside County and in the Upper Santa Ana River Valley (see **Figure 3.2-1).** Regional access to the Project site area is from SR-60 via Rubidoux Boulevard. Wallace Street passes through the Project site north to south; Hall Avenue/30th Street (one roadway with two names for different segments) passes through the northern part of the site. The entire site is fenced, including along Wallace Street, Hall Avenue and 30th Street within the Project site, and along

Rubidoux Boulevard on the west and 34th Street on the south. No public access to the site is available with the exception of access to existing residential uses. The Project site consists of 85 parcels.

Figure 3.2-1
REGIONAL LOCATION



The Project site is vacant except for 11 single-family residences in the central part of the site and two garages on the southeast site boundary at 5231 and 5225 34th Street. Remnants of demolished structures are present near Wallace Street in the middle of the site, and near 30th Street and Hall Avenue in the north part of the site (AEI, 2019). The Project site is relatively flat; elevations onsite range from approximately 845 feet above mean sea level (amsl) in the north-central part of the site to 785 feet amsl next to the south site boundary.

3.2.2 Surrounding Land Uses

The Project site is surrounded by the following land uses (see **Figure 3.2-2**):

- North: The SR-60 freeway, single-family and multi-family residential, commercial and industrial uses.
- South: Single family and multi-family dwellings, churches, educational institutions, and light agriculture uses.
- East: Santa Ana River and City of Riverside jurisdictional boundary with residential, and parks and recreational uses.
- West: Single-family and multi-family residential, and commercial uses.

3.3 Project Objectives

The applicant's objectives for the proposed Project are:

- Respond to the physical and market-driven aspects of future development opportunities.
- Transform the area into a visually attractive, welcoming, and safe development and environment.
- Define the appropriate location, maximum intensity and mix of uses through new development standards.
- Create guidelines and standards for architecture that reinforces the unique character and identity of the City of Jurupa Valley characterized by high quality architectural forms and material and emphasize a Southern California lifestyle that maximizes the outdoor spaces.
- Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives and/or local streets.
- Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues and infrastructure improvements.

Figure 3.2-2
PROJECT LOCATION



Path: \\GISSVR\gis\Projects\7124_JurupaValley_DistrictatJV_EIR\MXDs\7124_DJV_3_0_Project_Location_2022_12_13.mxd
December 13, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; County of Riverside, 2020; UltraSystems Environmental, Inc., 2022

Scale: 1:9,000

N

0 375 750 Feet

0 100 200 Meters

Legend

Project Boundary

District at Jurupa Valley

Local Vicinity Map

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- Establish an open space plan that accommodates recreation amenities and areas for the community to gather for outdoor venues.
- Create a multimodal circulation network within the site to adequately service envisioned uses, activities and contain vehicular impacts.
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, in order to avoid excess, unnecessary parking and ensuring no overflow parking into public streets.
- Create guidelines and standards for safe and efficient vehicular and pedestrian movement; and minimize impacts of truck traffic and circulation throughout the site and adjoining areas.
- Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections and other facilities to adequately support development.
- Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize release of pollutants into the environment.

3.4 Project Characteristics

3.4.1 Development Plan

The proposed District at Jurupa Valley Specific Plan (City of Jurupa Valley, 2023) includes a development plan for a variety of residential and non-residential uses that incorporate strong employment opportunities through the warehouse/industrial and commercial land uses that would generate demand for retail services and businesses. In addition to economic development, the residential land uses support the General Plan's Housing Element by providing housing opportunities to meet the City's Regional Housing Needs Assessment.

The development plan outlines the land use and infrastructure planning for the Specific Plan area and includes the following sections:

- Land Use Plan
- Circulation Plan
- Conceptual Street Improvements
- Regional and Emergency Access
- Infrastructure and Utility Plan
- Public Services
- Grading Plan

3.4.2 Proposed Land Uses

Table 3.4-1 shows the proposed land uses in the Specific Plan area as shown in the Specific Plan. **Table 3.4-2** shows the proposed land uses per Project development phase. The proposed land use plan is shown in **Figure 3.4-1**.

Table 3.4-1
PROPOSED LAND USE SUMMARY

Land Use	Gross Acreage	Non- Residential Square Feet (SF)	Hotel Rooms	Dwelling Unit
COMMERCIAL				
Neighborhood	20.4	160,000	---	---
Retail	70.3	1,200,000	---	---
Existing Non-Conforming	1.1		---	---
Tourist	5.9	112,500	160	---
Commercial Sub-Total	**97.7**	**1,472,500**	**160**	**---**
RESIDENTIAL				
High Density Residential 25+ du/acre	42.0	---	---	1,196
Residential Sub-Total	**42.0**	**---**	**---**	**1,196**
BUSINESS PARK				
Business Park	6.8	30,000	---	---
Existing Non-Conforming	1.0		---	---
Business Park Sub-Total	**7.8**	**30,000**	**---**	**---**
INDUSTRIAL/LOGISTICS				
Industrial	67.3	1,500,000	---	---
Industrial Sub-total	**67.3**	**1,500,000**	**---**	**---**
OPEN SPACE				
Open Space	11.1	---	---	---
Open Space Sub-Total	**11.1**	**---**	**---**	**---**
PUBLIC IMPROVEMENTS				
Public Streets	15.8	---	---	---
Public Parkway	-	---	---	---
Public Facility	6.6	---	---	---
Public Imp Sub-Total	**22.4**	**---**	**---**	**---**
TOTALS	**248.3 acres**	**3,002,500 SF**	**160 Rooms**	**1,196 Units**

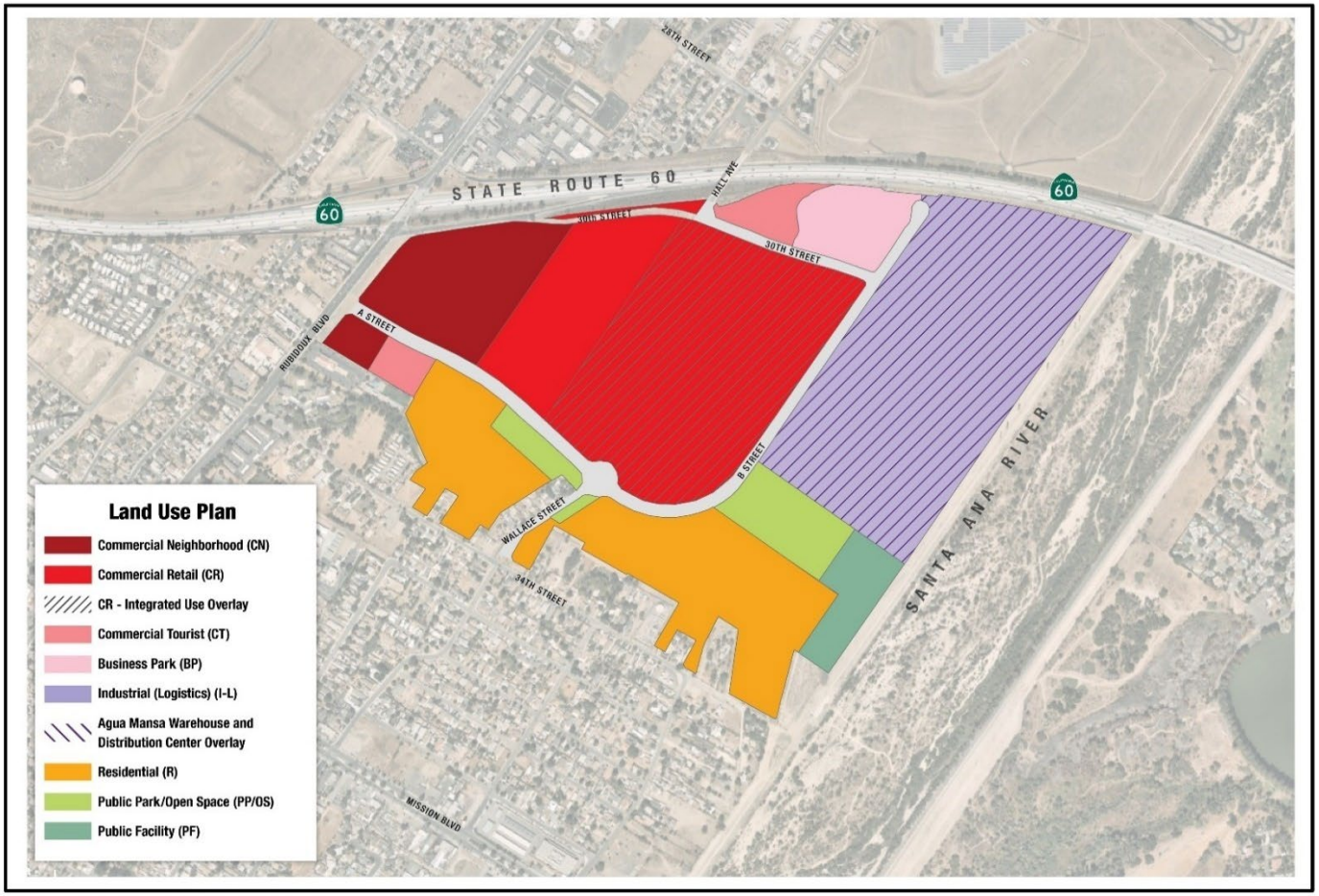
Source: City of Jurupa Valley, 2023.

Table 3.4-2
PROPOSED LAND USES BY PHASE

Land Use		Acres	Proposed Residential Units	Proposed Square Feet, nonresidential uses
Phase 1				
Residential (High-Density)		10.4	302	---
Business Park	Business Park	6.8	---	30,000
	Existing Nonconforming	1.0	---	
	Subtotal	7.8	---	30,000
Industrial		67.3	---	1,500,000
Commercial	Retail	69.8	---	1,200,000
	Existing nonconforming	1.1	---	
	Subtotal	70.9	---	1,200,000
Public Improvements	Streets	15.7	---	---
	Parkways	0.7	---	---
	Right-of-way	5.2	---	---
	Subtotal	21.6	---	---
Total, Phase 1		**182.8**	**302**	**2,730,000**
Phase 2				
Residential (High-Density)		31.2	894	---
Commercial	Neighborhood	20.3	---	160,000
	Tourist (160 hotel rooms)	5.9	---	112,500
	Subtotal	26.2	---	272,500
Open Space		11.1	---	---
Total, Phase 2		**65.6**	**894**	**272,500**
TOTALS		**248.3**	**1,196**	**3,002,500**

Source: City of Jurupa Valley, 2023.

Figure 3.4-1
LAND USE PLAN



Source: City of Jurupa Valley, May 31, 2023.

District at Jurupa Valley
Land Use Plan

Residential

The Residential land use area allows for a variety of housing types including single family and multi-family units so as to diversify the City's housing stock. The Residential Land Use Area uses the General Plan Residential Land Use Designation of Highest Density Residential (HHDR), which allows up to 30 dwelling units per acre (du/ac). The maximum buildout for the Residential Land Use is 1,196 dwelling units, including four existing residential units. The Residential land use area is generally located along the southern portion of the Specific Plan, away from higher volume roadways such as Rubidoux Boulevard and SR-60. The Residential Land Use Area incorporates active and passive recreational and open space areas with landscaped parkways, trails, and private common area amenities. The residential area would total approximately 41.6 acres. Renderings of proposed residential building designs are shown in **Figures 3.4-2** and **3.4-3**.

Commercial Neighborhood

The Commercial Neighborhood land use area envisions convenient retail sales and services primarily focused on supporting local residents and employees through smaller-scale, pedestrian-oriented commercial development such as food markets, convenience stores, restaurants, other retail stores, and personal services including gyms, health and beauty, and dry cleaning. The Commercial Neighborhood land use area would implement the Commercial Neighborhood (CN) General Plan land use designation. The Commercial Neighborhood Land Use Area spans 20.3 acres at the western portion of the Project site fronting Rubidoux Boulevard. Primary access is provided from Street A with signage along Rubidoux Boulevard for clear identification and wayfinding. This land use designation allows a maximum floor area ratio (FAR) of 0.60.

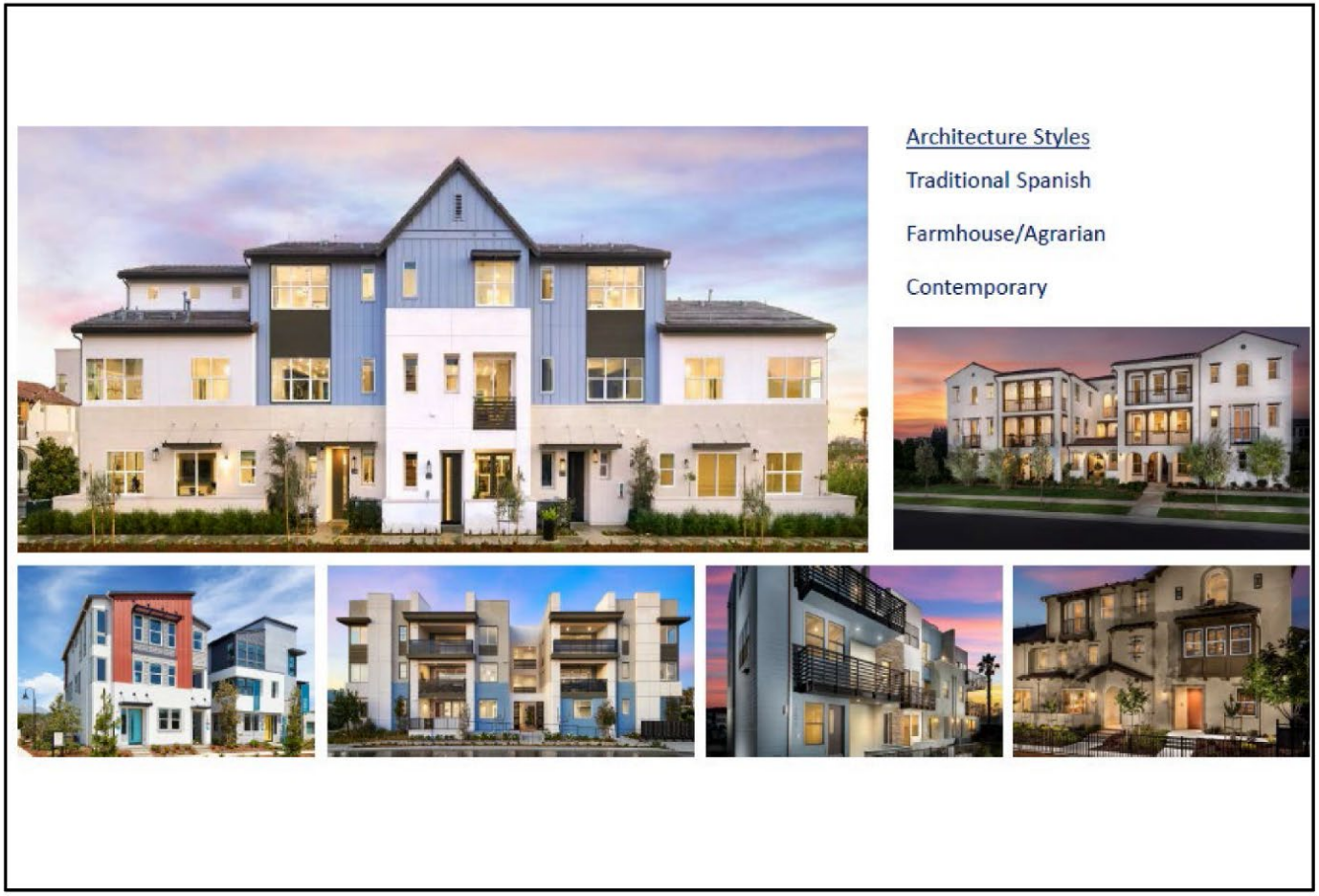
Commercial Retail

The Commercial Retail Land Use Area encourages regional shopping centers with large major anchor/big-box retail tenants supported by smaller retail establishments, grocery stores, restaurants, drug stores, entertainment, and personal service uses in multi-tenant buildings and/or freestanding commercial pads. The Commercial Retail General Land Use area would implement the Commercial Retail (CR) General Plan land use designation. The Commercial Retail Land Use area encompasses 69.8 acres in the center of the Specific Plan area and serves as one of the commercial core areas for the Specific Plan. The area serves as a transition to commercial neighborhood land use area. Primary access and signage for major retail tenants are located along Street A and integrated with adjacent land use areas through secondary access points. Renderings of commercial buildings are shown on **Figures 3.4-4** and **3.4-5**.

Commercial Retail-Integrated Use

Commercial Retail - Integrated Use is a business or businesses that combine their various business operations into a single business operation at one site. A Commercial Retail-Integrated Use shall have a traditional "brick and mortar" retail showroom for display and sale of products to the public and may include the following business operations: product assembly/light manufacturing; warehousing; customer pick-up and/or shipping/receiving. Each individual Commercial Retail-Integrated Use shall have a minimum of 10 percent of its total floor area occupied by a retail showroom. Verification of the area dedicated to retail showroom shall occur as part of the required Site Development Permit. Any building designed for a Commercial Retail-Integrated Use shall comply with the design guidelines included in Section 4.3.6, Commercial – "Buffering and Screening".

Figure 3.4-2
RENDERINGS OF PROPOSED RESIDENTIAL BUILDINGS - ATTACHED



Sources: Kimley Horn and AO, November 18, 2022.

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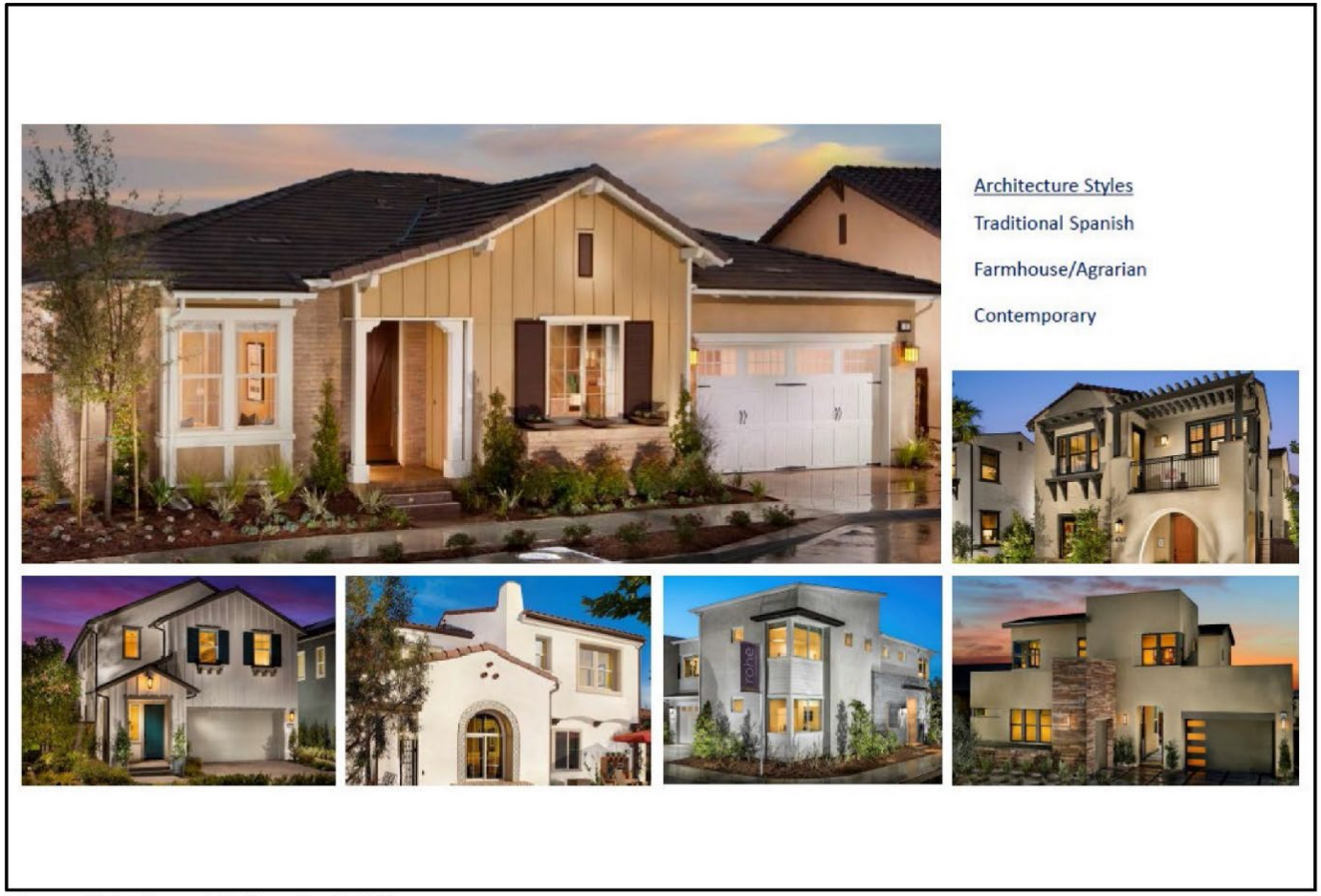
District at Jurupa Valley
Residential Architecture
Attached

Figure 3.4-3
RENDERINGS OF PROPOSED RESIDENTIAL BUILDINGS – DETACHED



Sources: Kimley Horn and AO, November 18, 2022.

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District at Jurupa Valley
Residential Architecture
Detached

Figure 3.4-4
RENDERINGS OF PROPOSED COMMERCIAL BUILDINGS



Sources: Kimley Horn and AO, November 18, 2022.

District at Jurupa Valley
Commercial Architecture

Figure 3.4-5
RENDERINGS OF PROPOSED COMMERCIAL BUILDINGS-INTEGRATED



Sources: Kimley Horn and AO, November 18, 2022.

District at Jurupa Valley
Commercial Integrated Architecture

A building for a Commercial Retail-Integrated Use shall be designed with a minimum of 500-foot buffer between a loading dock door and any residential dwelling unit within a Residential zone/district. When a building has been constructed for a Commercial Retail-Integrated Use pursuant to this Section and the user vacates that building, all future users shall comply with this Specific Plan. Any building constructed for a Commercial Retail - Integrated Use may be subdivided, partitioned, or redesigned to accommodate new businesses or multiple businesses (including Commercial Retail – Integrated Uses) so long as the use/uses are permitted and comply with the applicable requirements of this Specific Plan. Specifically for any subsequent Commercial Retail - Integrated Use(s), a minimum of 10 percent of the floor area of an individual Commercial Retail - Integrated Use shall be maintained and operated as a retail showroom.

Commercial retail-Integrated use is an overlay that is incorporated into the Commercial Retail area of the Project.

Commercial Tourist

The Commercial Tourist land use area permits the development of hospitality and entertainment-related uses. Primary permitted uses include hotels, exhibit/concert halls, tourist visitor centers, travel agencies, and automobile related uses including EV charging stations and rental agency offices. The Commercial Tourist land use area implements the Commercial Tourist (CT) General Plan land use designation. The Commercial Tourist land use area is located within two areas of the Specific Plan totaling 5.9 acres. There is a Commercial Tourist use at Hall and 30th Street with access off of 30th Street, and another along Rubidoux Boulevard, south of the Commercial Neighborhood with access off A Street.

Industrial/Logistics

The Industrial/Logistics ("Industrial") land use area is intended to provide a wide range of industrial uses including research and development; light manufacturing, assembly and processing of manufactured goods and materials; warehousing and distribution including e-commerce, high-cube logistics and cross-dock facilities. Ancillary uses include, office, employee services, and property management facilities. This Land Use implements and is consistent with the Light Industrial General Plan Land Use designation. The Agua Mansa Warehouse and Distribution Overlay Zone is applied to the Industrial Land Use Area of the Specific Plan. The Industrial Land Use Area is 67.3 acres at the eastern portion of the Specific Plan boundary, adjacent to the Santa Ana River. The southern boundary of the Industrial Land Use Area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use Area to the south. Renderings of proposed industrial/logistics buildings are shown below on **Figure 3.4-6**.

Business Park

The Business Park land use area permits employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses. The Business Park Land Use Area implements the Business Park (BP) General Plan land use designation. The Business Park Land Use Area spans 7.8 acres at the northern portion of the Specific Plan, between the SR-60 Eastbound onramp and the Industrial/Logistics Land Use Area along 30th Street. Primary access for tenants would be located along 30th Street and C Street, with signage visible from SR-60. Renderings of proposed business park building designs are shown in **Figure 3.4-7**.

Figure 3.4-6
RENDERINGS OF PROPOSED INDUSTRIAL & WAREHOUSE BUILDINGS



Sources: Kimley Horn and AO, November 18, 2022.

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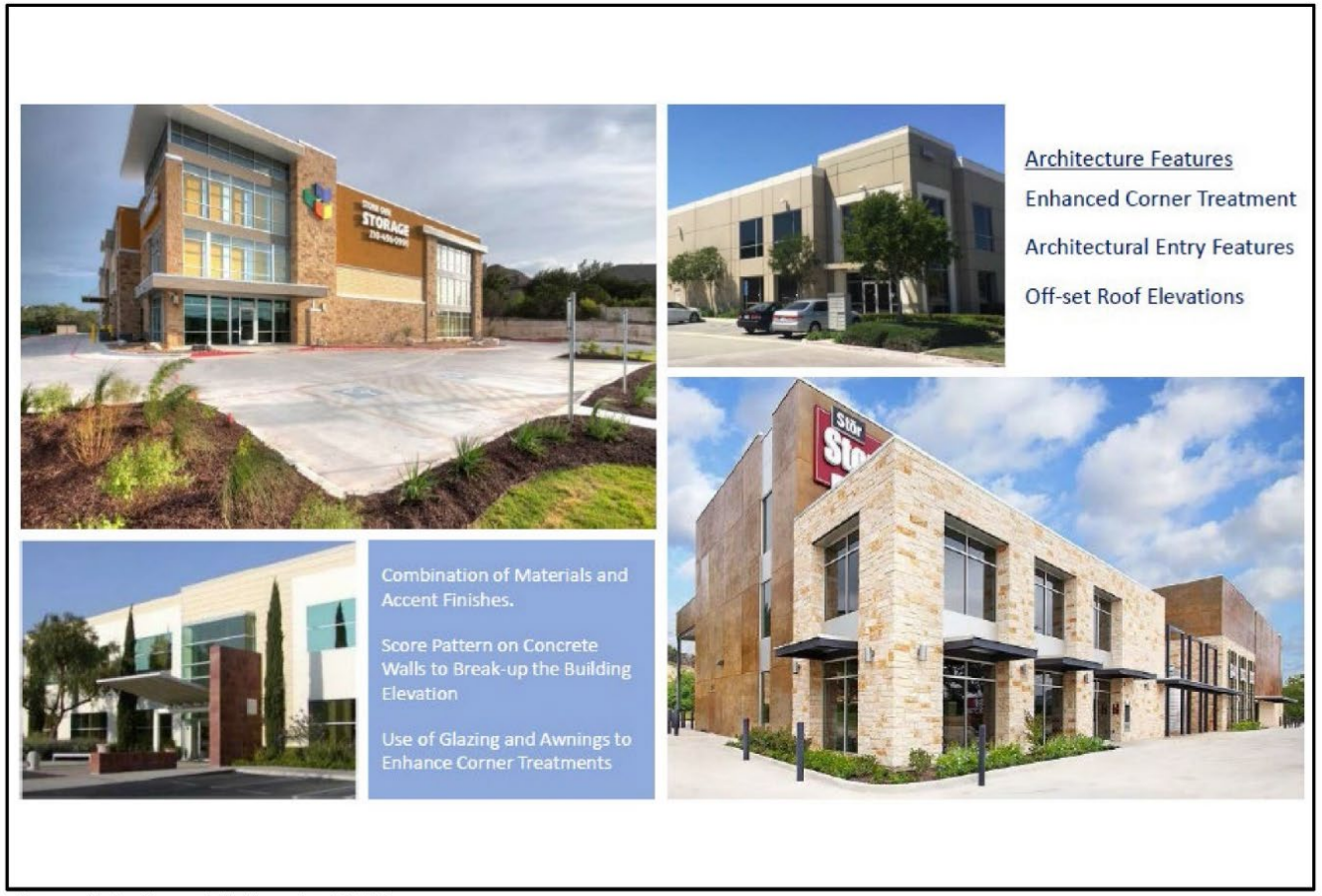
District at Jurupa Valley
Industrial & Warehouse
Architecture

Figure 3.4-7
RENDERINGS OF PROPOSED BUSINESS PARK BUILDINGS



Sources: Kimley Horn and AO, November 18, 2022.

District at Jurupa Valley
Business Park Architecture

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Open Space

The Open Space land use area accommodates open spaces areas for residents, employees, and visitors in the form of neighborhood parks, urban parks, recreational facilities, community centers, play areas, greenbelts, and off-street trails. The Open Space Land Use Area also incorporates landscape buffers and other water quality management practices to treat stormwater.

The Open Space land use area of 11.1 acres will at a minimum meet the City's parkland requirement of three acres per 1,000 new residents. The Specific Plan may include a combination of park dedication, community improvements associated with the residential development, as well as payment of "in-lieu" fees to meet parkland requirements. The precise location, design, and amenities provided in the Open Space Land Use Areas will be determined by the implementing projects. The neighborhood park construction in conjunction with any new residential development shall be substantially complete prior to the issuance of a certificate of occupancy of the 75th percentile of residential units in the Residential Land Use Area.

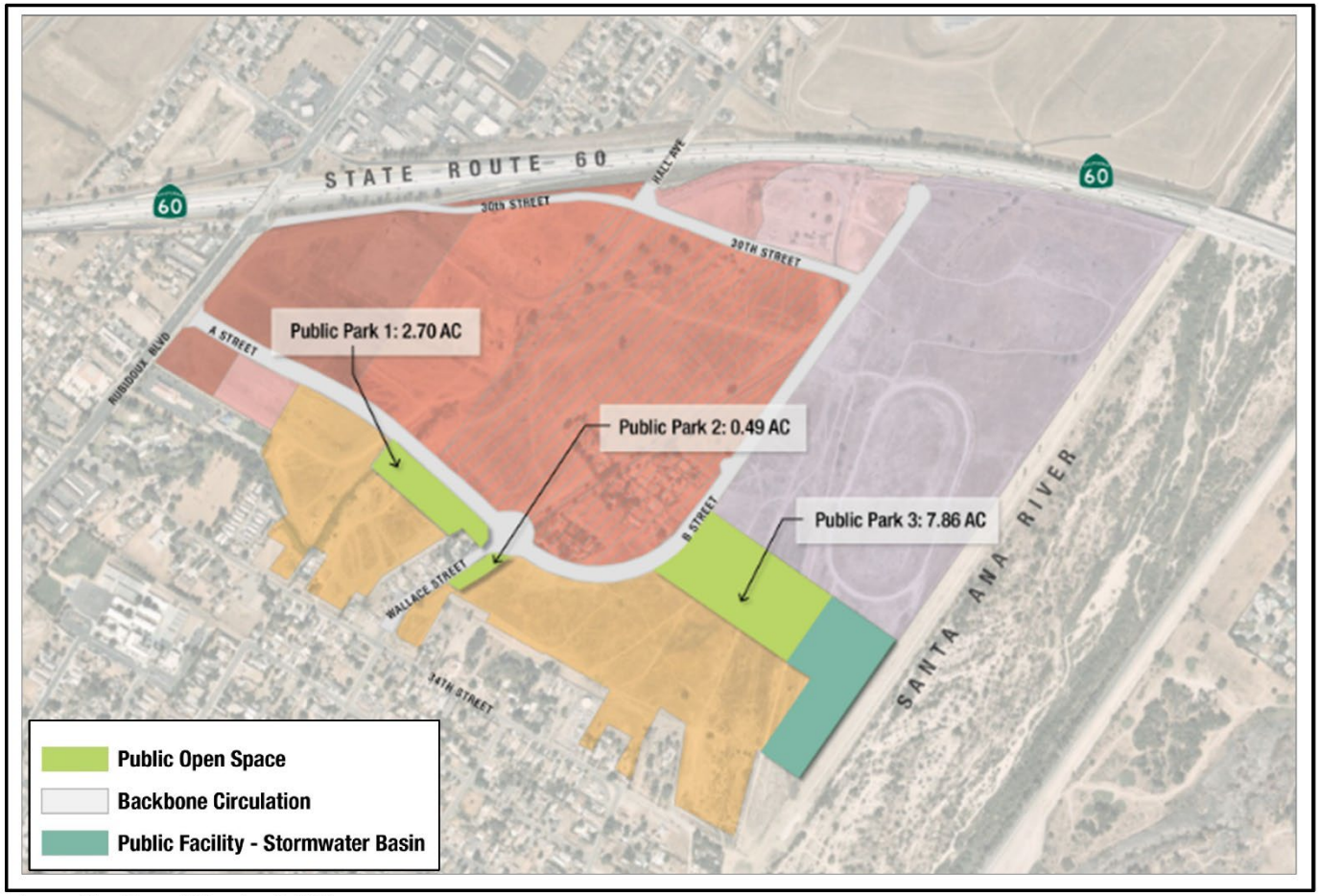
In addition to the Open Space Land Use Areas identified, residential development will incorporate private and common areas that will expand and connect to the open space areas, and other adjacent uses. The locations of these facilities will be determined through subsequent site development permits and will comply with Specific Plan development standards. The Project open space plan is presented in **Figure 3.4-8** below.

3.4.3 Signage and Monuments

The Project would include standards for signage that could be installed within each land use area. Signage standards may include but not be limited to commercial/industrial signs (wall and monument), directional signage, entry features/monuments, and freeway-oriented signs, including Project pylon signs and billboards. The goal would be to provide a comprehensive and cohesive approach to signage throughout the Project site. A Comprehensive Master Sign Program that incorporates the sign standards of the Specific Plan and the Jurupa Valley Zoning Ordinance will be subject to review and approval by the City of Jurupa Valley Community Development Director prior to the issuance of the first building permit for the Project.

Four free-standing signs along SR-60 are proposed, consisting of three double-sided electronic display billboard signs and one double -sided static display billboard sign. The maximum heights for each type of sign would be 65 feet. The total display area per pylon would be 14 feet x 48 feet, for a total of 672 square feet, per side. The locations of proposed freestanding signs are shown on **Figure 3.4-9**.

Figure 3.4-8
OPEN SPACE PLAN



Source: City of Jurupa Valley, June 9, 2023.

District at Jurupa Valley
Open Space Plan

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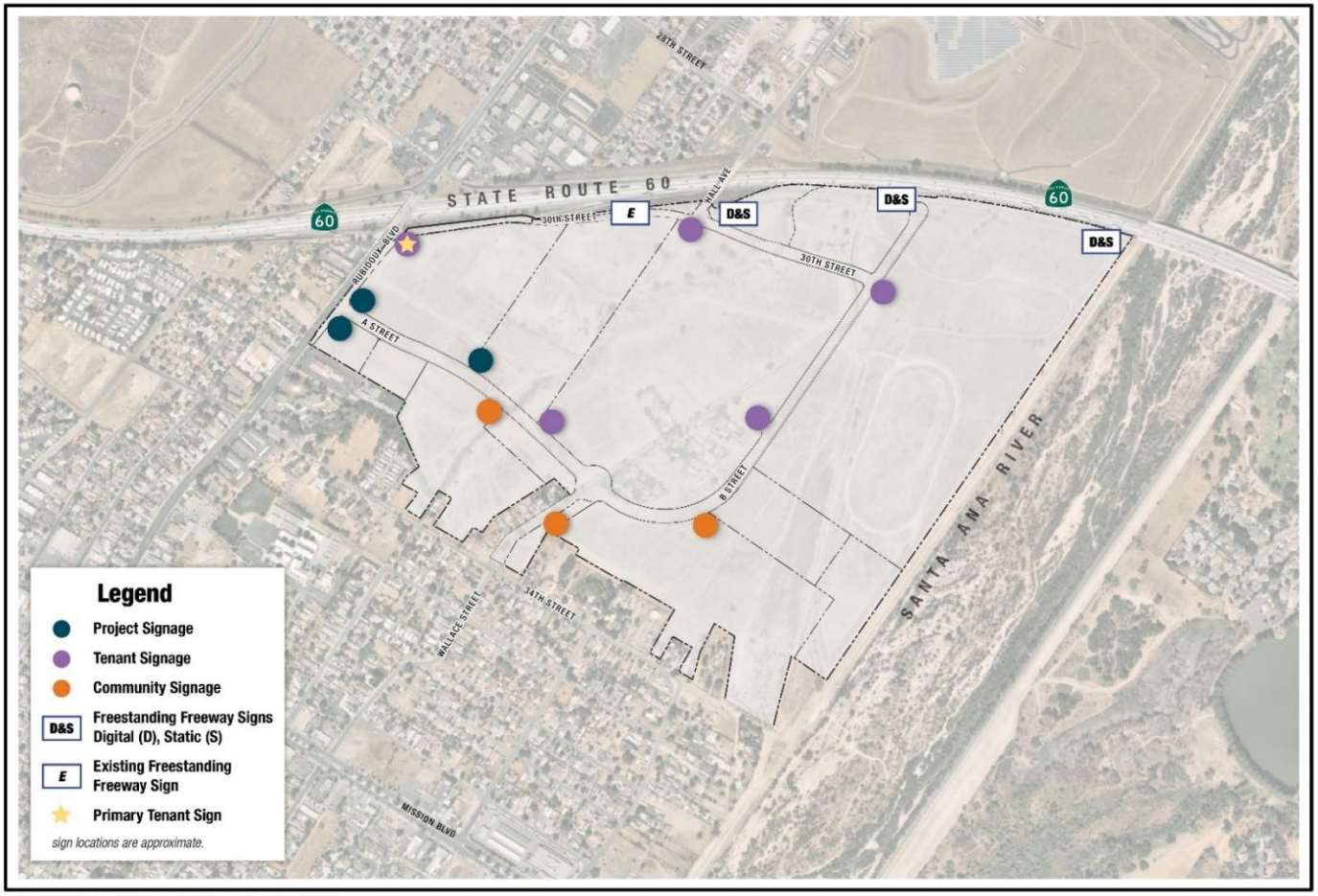
Figure 3.4-9
FREESTANDING SIGN PROGRAM



Source: City of Jurupa Valley, May 31, 2023.

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District at Jurupa Valley
Freestanding Sign Program

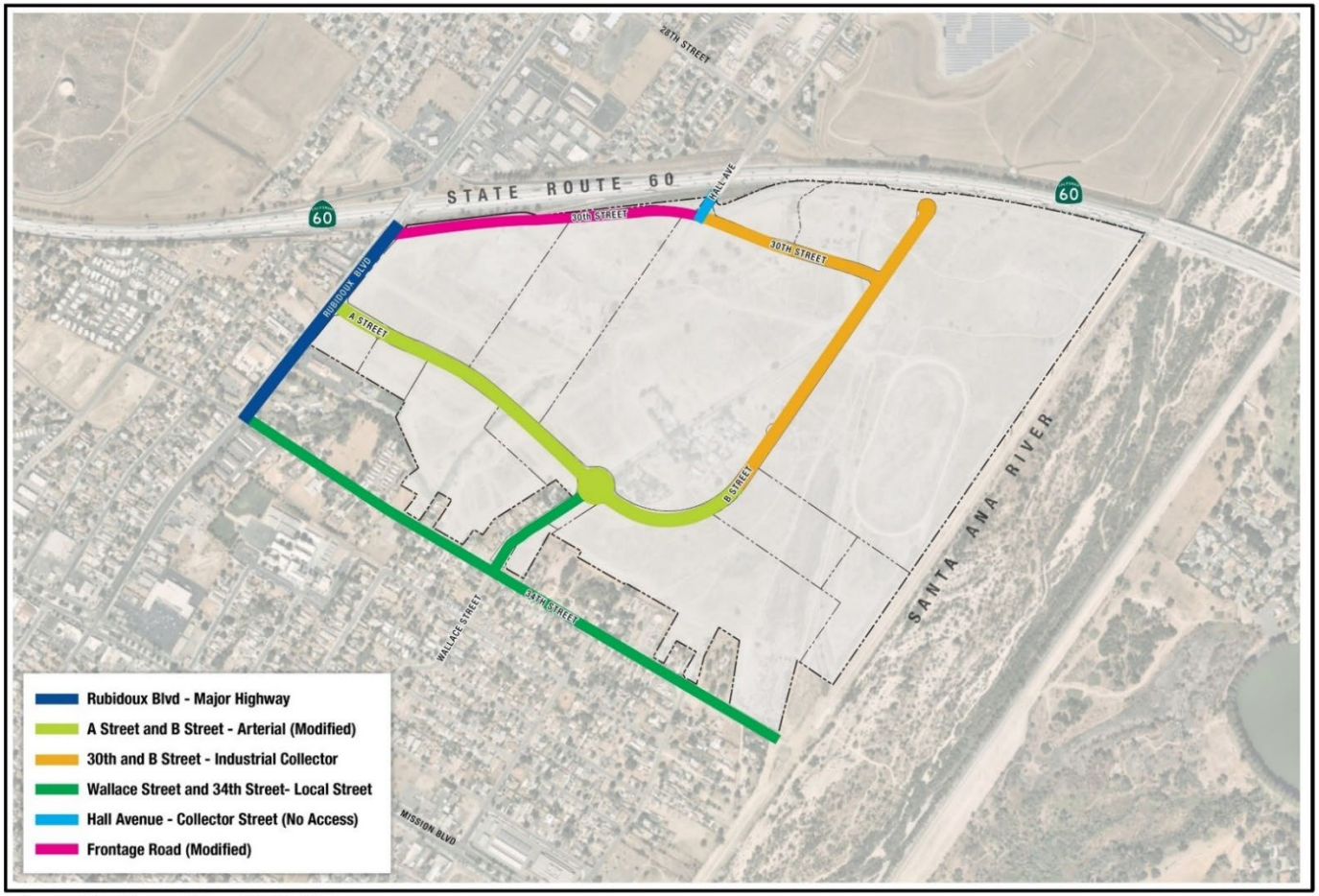
3.4.4 Circulation and Street Improvements

The Circulation Plan describes the movement of vehicles and pedestrians within the Specific Plan area and the connections to major regional circulation routes. The Circulation Plan addresses traffic safety, access and internal circulation, truck circulation, and the proposed multi-use trail network. The Circulation Plan, shown on **Figure 3.4-10**, provides new roadways and streets to accommodate traffic generated by the anticipated uses as well as facilitate internal vehicular access to the surrounding areas. Portions of existing roads in the Specific Plan area would be vacated and be absorbed into the Specific Plan Land Use Areas land uses they reside in.

The scale and orientation of the circulation network provides strategic routes for efficient mobility to help residents, workers, and visitors reach their destinations in Jurupa Valley and the region. Conceptual street cross-sections illustrate the street improvements and parkways. Due to the mix of industrial, commercial, and residential land uses, special attention to directing truck traffic away from residential uses have been incorporated into the Circulation Plan. Circulation improvements include the following:

- Improving streets with curb, gutter, sidewalk, and landscaping.
- Street designs are shown in the Specific Plan as conceptual, and will be established with final engineering as part of the first Final Map. Specific Plan Figure 2-3, Circulation Plan, shall be substantially maintained with minor adjustments to account for access and ultimate alignments.
- Street designs which would discourage trucks from entering or traveling through the Residential Land Use Area or on existing 34th Street through the use of traffic calming devices. Calming devices will include the following:
    - A gateway treatment at A Street along Rubidoux Avenue, which should have a height restriction element;
    - A roundabout shall be a design feature included at the intersections of Wallace Avenue and A Street; and
    - Bike lanes will be included within the multi-use trail network along A Street, B Street, and Wallace south of future roundabout.
- The combination of the above will promote lower speeds adjacent to the Residential Land Use Areas and provide a means to improve pedestrian and vehicular safety.
- The backbone circulation identifies the proposed location, extent, and intensity of major components of public and private transportation proposed to be located within the Specific Plan area.

Figure 3.4-10
PROPOSED CIRCULATION PLAN



Source: City of Jurupa Valley, May 31, 2023.

District at Jurupa Valley
Circulation Plan

Conceptual Street Improvements

The proposed Specific Plan includes conceprtual street inmprovements for A Street, B Street, 30th Street, Hall Avenue, Wallace Street, 34th Street, and Rubidoux Boulevard. A roundabout is also planned to be located at the intersection of Wallace Street, and future A Street and B Street. The roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community. The Specific Plan also discusses regional emergency access, parking, and public transit in Sections 2.8, 2.9, and 2.10 respectively.

3.4.5 Infrastructure and Utility Plan

Section 2.11 of the Specific Plan includes the Infrastructure and Utility Plan, which identifies the infrastructure, utilities, and public services and facilities provided to the Specific Plan area. The components of the Infrastructure and Utility Plan are water, sanitary sewer, storm water drainage, dry utilities (i.e., electricity, natural gas, communications, etc.), and public services and facilities (law enforcement, fire, and trash collection). These are discussed in more detail in **Section 3.5**, *Project Construction and Phasing*.

3.5 Project Construction and Phasing

3.5.1 Project Phasing

Development of the District at Jurupa Valley Specific Plan would be phased through multiple projects over many years. Phase 1 is envisioned to start with demolition and rough grading of the entire site in 2023, with completion of buildings in 2025. Start of construction of Phase 2 is envisioned with grading in 2026; building completion will be in 2028 (Kimley-Horn, 2023a, p. 45-48).

3.5.2 Demolition

Seven of the 11 existing residential buildings onsite would be demolished and the demolition debris removed before site preparation for construction of the proposed Project.

3.5.3 Onsite Construction

Typical development projects would involve construction subphases including demolition, site preparation, grading, building construction, paving, and architectural coating. Construction equipment estimated to be used for Project development is listed below in **Table 3.5-1.** Detailed construction information for each project will be determined as each project is reviewed and approved by the City.

Table 3.5-1
EQUIPMENT BY CONSTRUCTION PHASE

Construction Activity Phase[1]	Equipment Type	No. of Pieces
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber-Tired Dozers	2
Site Preparation	Rubber-Tired Dozers	3
	Tractors/Loaders/Backhoes	4
Grading	Excavators	2

Construction Activity Phase[1]	Equipment Type	No. of Pieces
	Graders	1
	Scrapers	1
	Rubber-Tired Dozers	2
	Tractors/Loaders/Backhoes	2
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coating	Air Compressors	1

Source: Kimley-Horn, 2023a. CalEEMod version 2020.4.0. Refer to Appendix D1 for model outputs.
Notes: 1. This is by construction phase according to CalEEMod not specific to proposed Project development phases discussed previously.

3.5.4 Utilities

Water

Project development would include construction of a network of water mains under existing and proposed roadways. The mains would connect to existing mains at two places: Rubidoux Boulevard west of the site, and 34th Street to the south. **Figure 3.5-1** shows the proposed water plan.

Sewer

Project development would involve construction of a system of sewers that would connect to an existing sewer main at the intersection of Wallace Street and 34th Street; all wastewater from the Project would be conveyed to that existing main. **Figure 3.5-2** shows the proposed sewer plan.

Stormwater Drainage

Development of the Project would include construction of a network of storm drains in the western and central portions of the site that would connect to an existing 21-inch storm drain at the intersection of Wallace Street and 34th Street. The Project would involve replacement of the existing 21-inch storm drain under Wallace Street between 34th Street and 37th Street with a 24-inch storm drain. A separate storm drainage system in the east part of the site would include a box culvert, and a public detention basin which would detain flows before releasing through an existing outlet pipe under the Santa Ana River. **Figure 3.5-3** shows the proposed stormwater drainage plan.

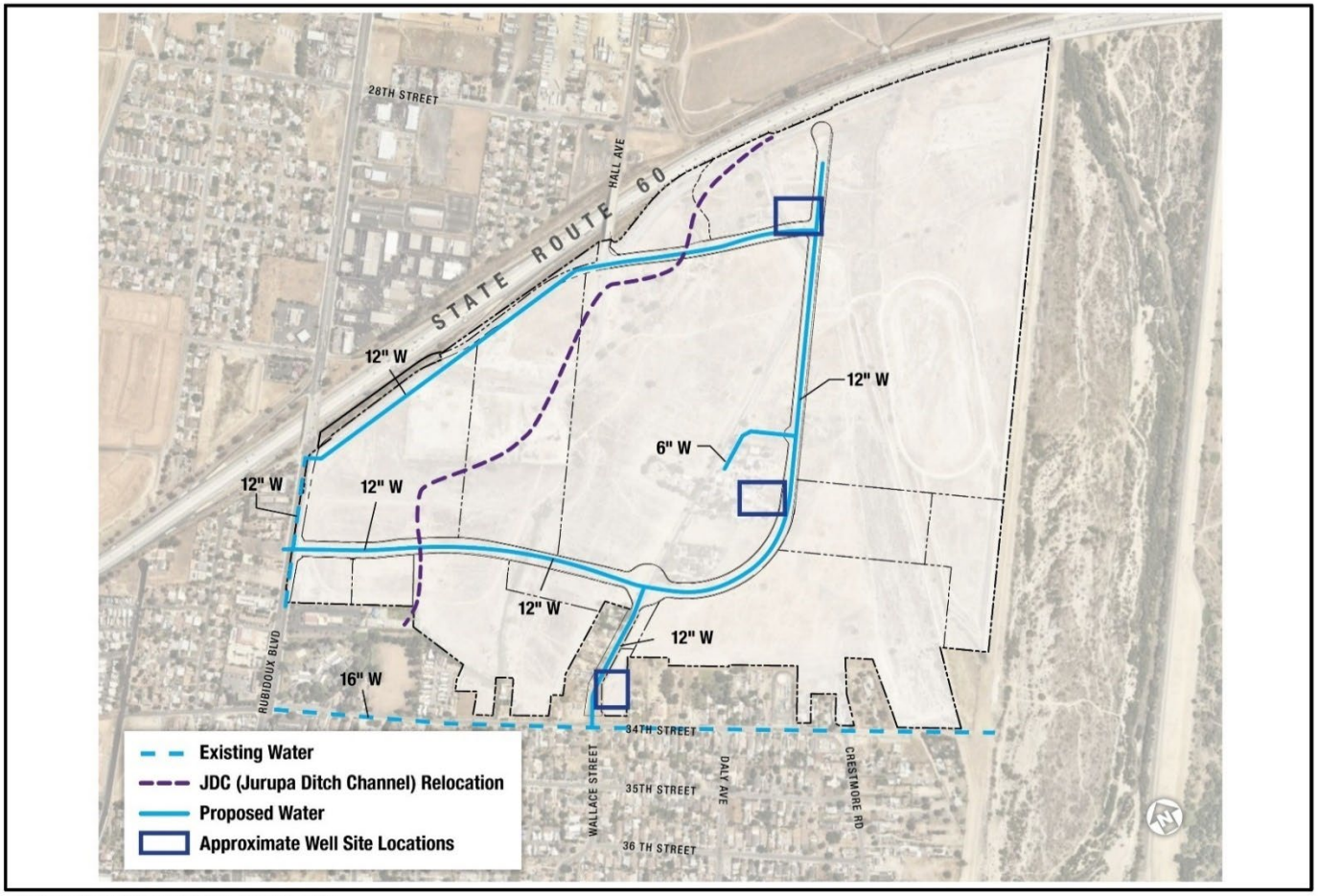
3.5.5 Offsite Improvements

Under the proposed Project, offsite improvements would include construction of utility laterals connecting to utility mains in surrounding roadways. Such utilities would include replacement of a storm drain in the segment of Wallace Avenue between 34th and 37th streets.

3.5.6 Soil Removal

Due to past uses of the Project site, areas of lead-impacted soils were identified by a previous 2008 site investigation. As discussed in Section 4.8, Hazards, it is conservatively estimated that up to 320 cubic yards of export would be required to remove lead-impacted and other potentially impacted soils from the site, pursuant to the remedial activities that will be conducted under the oversight of the Department of Toxic Substances Control (DTSC).

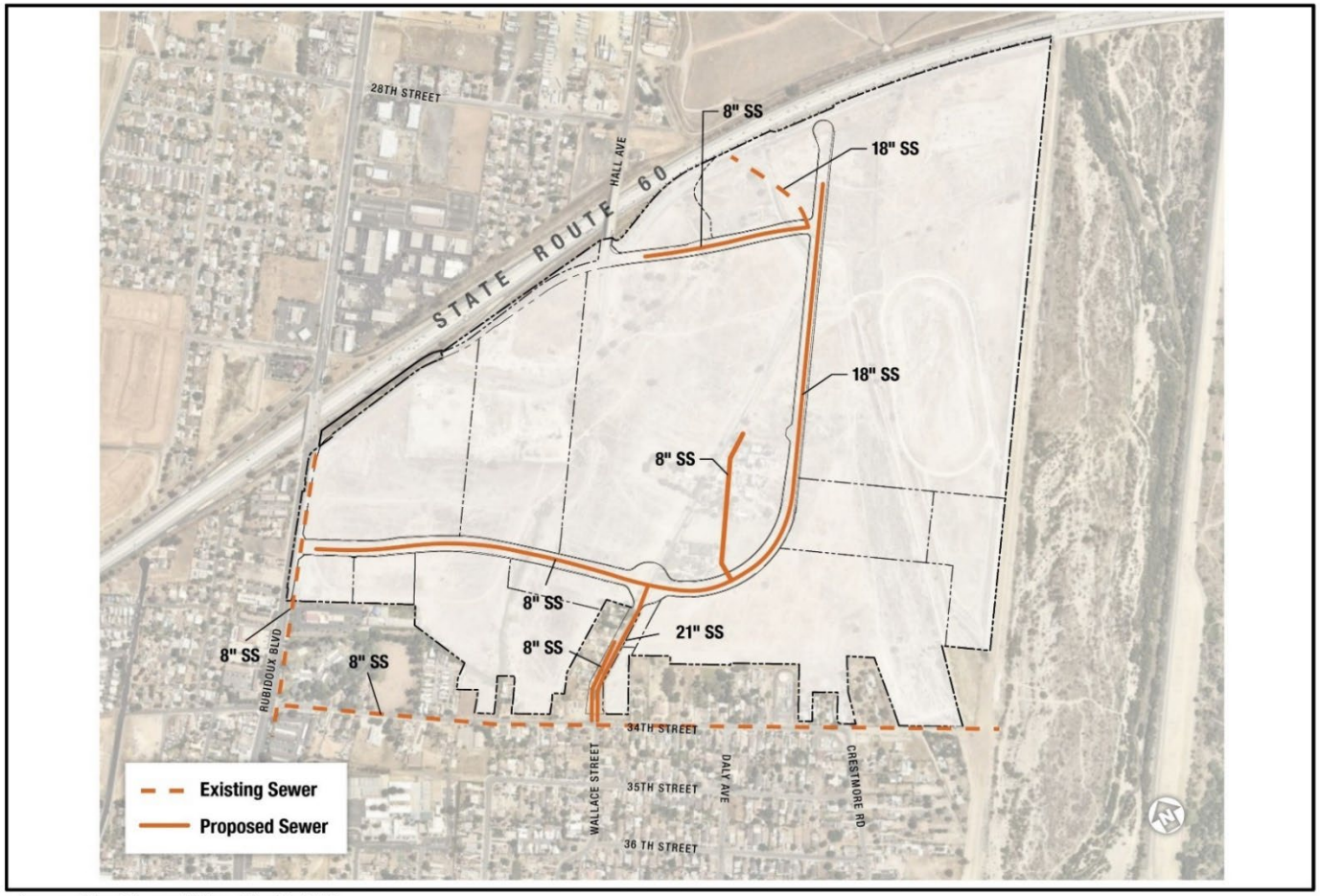
Figure 3.5-1
WATER PLAN



Source: City of Jurupa Valley, May 31, 2023.

District at Jurupa Valley
Water Plan

Figure 3.5-2
SEWER PLAN



Source: City of Jurupa Valley, May 31, 2023.

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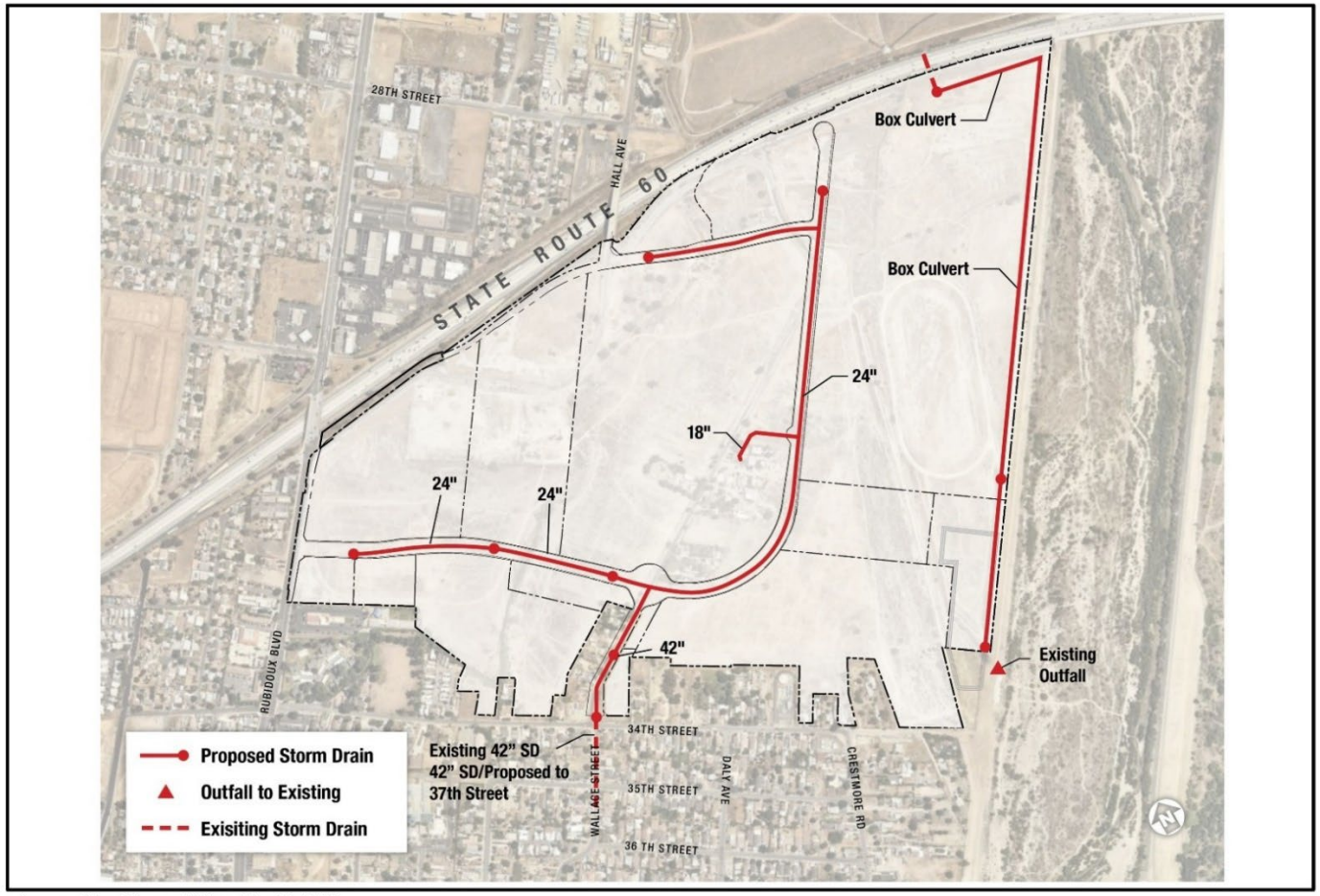
District at Jurupa Valley
Sanitary Sewer Plan

Figure 3.5-3
STORMWATER DRAINAGE PLAN



Source: City of Jurupa Valley, May 31, 2023.

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District at Jurupa Valley
Stormwater Drainage Plan

3.6 Discretionary and Ministerial Approvals

Each development project undertaken pursuant to the Specific Plan would require a Site Development Permit; a may require an additional Tentative Tract Map or a Conditional Use Permit(s) depending on the proposed land use types. **Table 3.6-1** identifies ministerial permits and approvals required from the City, other public agencies and/or quasi-public agencies (utilities) necessary for the construction of the Project.

Table 3.6-1
MINISTERIAL PERMITS AND APPROVALS

Agency	Permit or Approval
City of Jurupa Valley Building & Safety Division	Building Permits, and Demolition Permits.
Riverside County Fire Department	Building plan check and approval. Review for compliance with the California Fire Code, California Building Code, California Health & Safety Code and Jurupa Valley Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.
City of Jurupa Valley Public Works Department	Approval for proposed offsite utility improvements and Tree Removal Permit.
Rubidoux Community Services District [water service and sewer service]	Letter of authorization/consent for proposed improvements to provide water supply and sewer connections to new development.
Southern California Edison Company	Letter of authorization/consent for proposed improvements to provide electrical connection to new development.

SECTION 4.0 – ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL ANALYSIS

4.0.1 Summary of EIR Scope

In accordance with CEQA Guidelines §§15126–15126.4, this DEIR 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 DEIR. Public comment on the scope of this DEIR consisted of written comments received by the City of Jurupa Valley in response to the NOP. The City received written comments from several agencies and organizations during the 30-day public review period from March 31 to April 29, 2022.

4.0.2 List of Commenters

Table 2.8-1, *Summary of NOP and Scoping Meeting Comments*, summarizes the substantive comments received regarding this EIR's NOP. The purpose of Table 2.8-1 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.

Comment topics included land use and planning, air quality, public services, transportation, hydrology and water quality, biological resources, and Native American cultural resources, among others. Taking all known information and public comments into consideration, 18 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 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation
4.17 Tribal Cultural Resources
4.18 Utilities and Service Systems

During preparation of the DEIR, it was determined that impacts to two subject areas would be less than significant. Those subject areas, Agricultural and Forestry Resources and Wildfire, are addressed in Section 6, *Other CEQA Considerations*, of this DEIR. 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.

4.0.3 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
- Environmental Impact Analysis
- Cumulative Impact Analysis

In addition, Section 1.0, Executive Summary, summarizes all impacts by environmental issue. Each section's Environmental Impact Analysis includes the discussion of Plans, Policies, Programs (PPPs), Project Design Features (PDFs), and Mitigation Measures (MMs).

Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs (PPPs) applied to the Project on the basis of federal, state, or local law currently in place that effectively reduce environmental impacts. If applicable, they will be identified in the Impact Analysis section below.

Project Design Features (PDFs)

If a project includes within its project scope features or construction techniques that minimize environmental impacts, those features can be incorporated into the Project description as project design features (PDFs). Examples of PDFs include, but are not limited to, installation of solar panels, implementation of energy efficient design standards, use of zero emission equipment and vehicles, or a site design that creates or maintains open space. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. Even so, PDFs are incorporated into the Mitigation Monitoring and Reporting Program to ensure that they are implemented as a part of the Project conditions of approval.

Mitigation *Measures*

CEQA Guidelines, Section 15370 defines "mitigation" as:

- Avoiding the impact altogether,
- Minimizing the impact by limiting its degree or magnitude,
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environmental resource,
- Reducing or eliminating the impact over time, through actions that preserve or maintain the resource, and
- Compensating for the impact by replacing or providing substitute resources or environmental conditions, including through permanent protection of such resources in the form of conservation easements.

By definition, mitigation measures are not part of the original project design. Rather, mitigation measures are actions required by the City to reduce impacts to the environment resulting from the original project design. Mitigation measures are identified by the City after the Project has undergone environmental review and are above and beyond PPPs and PDFs, to further reduce environmental impacts.

4.0.4 Thresholds of Significance

Purpose

To help clarify and standardize analysis and decision-making in the environmental review process in the City of Jurupa Valley, the City has established these CEQA Thresholds of Significance (which have been in general use since at least 2011). These Thresholds are offered as guidance in preparing all environmental review documents (including Initial Studies and EIRs).

These Thresholds are intended to implement and supplement provisions in the CEQA Guidelines for determining the significance of environmental effects, including sections 15064, 15064.4, 15064.5064.7, 15065, 15382, and Appendix G, and form the basis of the City's Initial Study and Environmental Review Checklist.

The Thresholds should be used to evaluate the potential primary effects of a project and should be considered when evaluating the potential secondary effects of a project, including the potential effects of mitigation measures.

Definition

A "threshold of significance" is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

Using Environmental Standards as Thresholds of Significance

The City may adopt or use an environmental standard as a threshold of significance. In adopting or using an environmental standard as a threshold of significance, a public agency shall explain how the particular requirements of that environmental standard avoid project impacts, including cumulative impacts, to a less-than-significant level, and why the environmental standard is relevant to the analysis of the project under consideration. For the purposes of the City Guidelines, an "environmental standard" includes 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 environmental impacts.

Revisions to Thresholds

These Thresholds may be revised administratively without a public hearing if the revision involves a Threshold that is a regulatory requirement applied to the project adopted by federal, state, or local law which effectively reduces environmental impacts.

Thresholds of Significance Methodology

A "threshold of significance" is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

To help clarify and standardize analysis and decision-making in the environmental review process in the City of Jurupa Valley, the City has established CEQA Thresholds of Significance which are intended to implement and supplement provisions in the CEQA Guidelines for determining the significance of environmental effects, including sections 15064, 15064.4, 15064.5,15064.7, 15065, 15382, and Appendix G, and form the basis of the environmental impact analysis in this EIR.

4.0.5 Terminology Used in this DEIR

The level of significance is identified for each impact in this DEIR. 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 DEIR, requiring the consideration of mitigation measures.

Each subsection also includes a discussion or listing of the applicable laws and regulations that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with laws and regulations, 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 impacts are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

4.0.6 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 District at Jurupa Valley 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 square feet 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	
		Max	Less Intense*	Max	Less Intense	Max	Less Intense	Max	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 percent or 0.7 of maximum density, which is more likely and typically experienced given physical and other constraints often encountered during development.
Source: 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 Multiple Species Habitat Conservation Plan (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 and fuel consumption in the state.

- **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 City of Jurupa Valley General Plan.

- **Mineral Resources.** Cumulative analysis for mineral resources considers the Project's impacts in conjunction with the General Plan, and in the San Bernardino Production-Consumption (P-C) Region that spans much of the parts of the Upper Santa Ana River Valley in San Bernardino and Riverside counties and most of the San Jacinto Basin in Riverside County.

- **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.

- **Public Services.** Cumulative impacts for each public service consider the affected agency's service area (for instance, for schools, the Jurupa Unified School District).

- **Population and Housing.** Cumulative impacts on population and housing are analyzed based on General Plan projections for the cities of Jurupa Valley and Riverside combined. As the Project site is on the border of two cities, using projections for Jurupa Valley alone would not adequately show cumulative impacts.

- **Recreation.** Analysis of cumulative impacts to recreational facilities addresses facilities within the portion of the Jurupa Area Recreation and Parks District (JARPD) service area within the City of Jurupa Valley.

- **Transportation.** Cumulative analysis for transportation impacts related to Vehicle Miles Traveled (VMT) considers development in the City of Jurupa Valley 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 projects in the vicinity of the Project site that are in the northwestern area of Riverside County and

the traditional use area of Native American Tribes who have engaged the city in consultations under SB18 and AB52 as described in Section 4.17, *Tribal Cultural Resources*.

- **Utilities and Service Systems.** The cumulative area considered for water supply and wastewater-related issues are the service area of the RCSD. Cumulative impacts to stormwater drainage are addressed for the watershed. Cumulative solid waste disposal impacts are controlled through development of the General Plan.

4.0.7 Cumulative Projects

The list of cumulative projects was prepared based the Project's Traffic Impact Analysis (Technical **Appendix D20**) and uses data from the cities of Jurupa Valley and Riverside. A total of 63 cumulative projects were identified in the traffic study area, listed on **Table 4.0-2** and mapped on **Figure 4.0-1.** 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

Project #	Project Name/Number	Land Use	Residential Units	Square Feet (nonresidential uses)	Jurisdiction
1	Proposed Rio Vista Specific Plan	Single-Family Detached Housing	579	---	JV[1]
		Single-Family Attached Housing	290	---	JV
		Multifamily Housing (Low-Rise)	346	---	JV
		Public Park	22.2	---	JV
		Middle School/Junior High School	600	---	JV
2	Proficiency Rubidoux (or Capital)	Warehousing	---	1,300,000	JV
3	Agua Mansa Development Project	Warehousing	---	335,000	JV
4	Neighborhood Commercial	Strip Retail Plaza (<40k)	---	12,180	JV
5	Mondragon Auto Repair	Coffee/Donut Shop w/ Drive-thru	---	2,400	JV
6	MA20084	Fast-Food Restaurant w/ Drive-thru	---	8,300	JV
7	MA20132	Automobile Sales (Used)	---	3.165	JV
8	MA21214	Strip Retail Plaza (<40k)	---	50,000	JV
9	Saddlehorn Ranch	Single-Family Detached Housing	31	---	JV
10	Havana Investment Spec Building	Warehousing	---	72,288	JV
11	Action Plumbing	Strip Retail Plaza (<40k)	---	9,736	JV
12	Highland Park	Single-Family Detached Housing	97	---	JV
13	Market Street Commercial	Convenience Store/Gasoline Station	---	3,098	JV
		High-Turnover (Sit-Down) Restaurant	---	4,750	JV
		Fast-Food Restaurant w/ Drive-thru	---	2,860	JV
		Automated Car Wash	---	2,850	JV
14	Avalon Court	Single-Family Detached Housing	24	---	JV
15	Emerald Ridge South	Single-Family Detached Housing	97	---	JV
		Single-Family Attached Housing	118	---	JV
16	Emerald Ridge North	Single-Family Detached Housing	184	---	JV

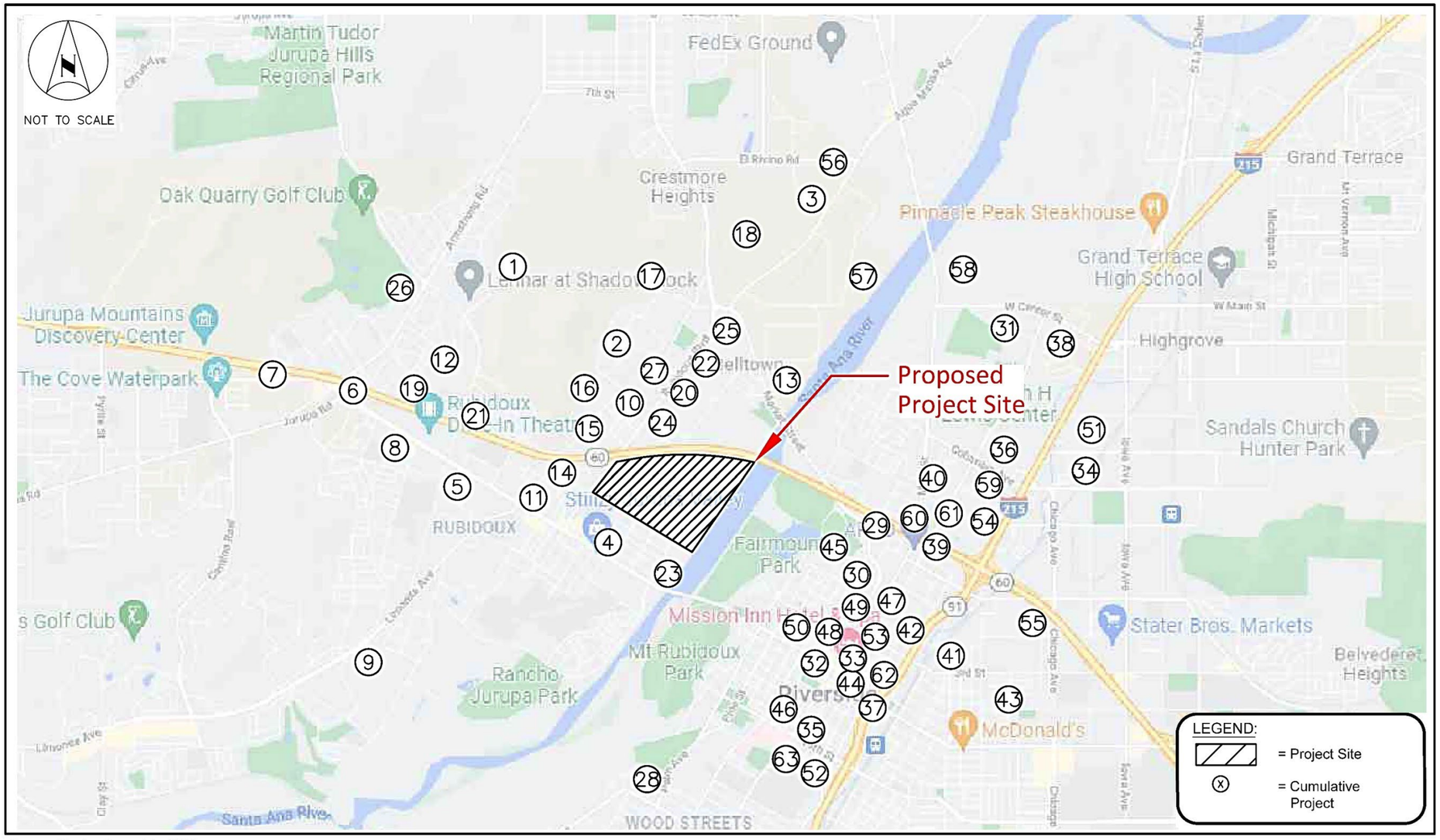
Project #	Project Name/Number	Land Use	Residential Units	Square Feet (nonresidential uses)	Jurisdiction
17	Rubidoux Commercial Development LLC	Business Park	---	306,894	JV
18	Agua Mansa Commerce Park	High-Cube Transload and Short-Term Storage	---	4,277,000	JV
		Multifamily Housing (Low-Rise)	150	---	JV
		Shopping Plaza (40-150k)	---	25,000	JV
19	MA17099	Single-Family Detached Housing	48	---	JV
20	Bailey Building	Warehousing	---	32,700	JV
21	La Rue Apartments	Multifamily Housing (Low-Rise)	80	---	JV
22	Kiewit Infrastructure West	Warehousing	---	63,000	JV
23	Mission Gateway Plaza & Mission Gateway Villas	Shopping Center (>150k)	---	31,375	JV
		Multifamily Housing (Low-Rise)	68	---	JV
24	Karcher Industrial Project	Warehousing	---	190,594	JV
25	Wheeler Trucking Inc.	Warehousing	---	25,910	JV
26	Commercial Center	Strip Retail Plaza (<40k)	---	18,800	JV
		Fast-Food Restaurant w/ Drive-thru	---	5,910	JV
27	West Coast Cold Storage	High-Cube Cold Storage Warehouse	---	122,000	JV
28	P12-0799	Single-Family Detached Housing	7	---	R
29	P13-0087	Senior Adult Housing-Multifamily	67	---	R
30	P14-0183	Multifamily Housing (Mid-Rise)	146	---	R
31	P14-1033	Warehousing	---	308,000	R
32	P15-0535	Hotel	239	---	R
33	P16-0321	Multifamily Housing (Low-Rise)	165	---	R
		Strip Retail Plaza (<40k)	---	22,000	R
34	P16-0620	Automobile Parts and Service Center	---	3,008	R
35	P16-0862	High-Turnover (Sit-Down) Restaurant	---	4,525	R
36	P17-0001	Single-Family Detached Housing	7	---	R
37	P17-0030	Affordable Housing	72	---	R

Project #	Project Name/Number	Land Use	Residential Units	Square Feet (nonresidential uses)	Jurisdiction
		General Office Building	---	42,400	R
38	P18-0020	Mobile Home Park	104	---	R
39	P18-0091	Multifamily Housing (Mid-Rise)	482	---	R
		Shopping Plaza (40-150k)	---	44,500	R
		Convenience Store/Gasoline Station	16	---	R
		Hotel	229	---	R
40	P18-0122	Senior Adult Housing-Multifamily	58	---	R
41	P18-0199	Warehousing	---	26,076	R
42	P19-0089	Affordable Housing	10	---	R
43	P19-0420	Multifamily Housing (Low-Rise)	33	---	R
44	P19-0560	Hotel	225	---	R
45	P19-0620	Single-Family Attached Housing	17	---	R
46	P19-0665	General Office Building	---	128,000	R
47	P19-0694	Multifamily Housing (Mid-Rise)	116	---	R
48	P19-0869	Strip Retail Plaza (<40k)	---	3,400	R
49	P20-0035	Affordable Housing	33	---	R
50	P20-0239	Single-Family Detached Housing	8	---	R
51	P20-0487	Warehousing	---	27,860	R
52	PR-2020-000105	General Office Building	---	48,000	R
53	PR-2020-000241	General Office Building	---	2,050	R
54	PR-2021-001052	Multifamily Housing (Low-Rise)	---	115,000	R
55	PR-2020-000429	General Office Building	---	6,000	R
56	SB2	High-Cube Fulfillment Center Warehouse	---	506,000	JV
57	Holly Street Truck Terminal	Warehousing	---	450,000	JV
58	COL3	High-Cube Fulfillment Center Warehouse	---	447,330	R
59	P06-0782	Single-Family Detached Housing	15	---	R
60	P05-0269	Single-Family Detached Housing	9	---	R

Project #	Project Name/Number	Land Use	Residential Units	Square Feet (nonresidential uses)	Jurisdiction
61	P06-1031	Single-Family Detached Housing	7	---	R
62	P09-0835	General Office Building	---	132,136	R
63	P06-1237	Medical-Dental Office Building	---	65,281	R
		Total	**4,777**	**7,482,556**	Not applicable

1 JV = City of Jurupa Valley; R = City of Riverside
Source: Kimley Horn, 2022

Figure 4.0-1
CUMULATIVE PROJECTS MAP



Source: Kimley-Horn, July, 2022.

District at Jurupa Valley

Locations of
Cumulative Projects

4.1 Aesthetics

This section evaluates the Project's potential impacts related to scenic vistas, state scenic highways, compliance with regulations governing scenic quality, and light and glare. The following analysis is based on information obtained from on-site observations, site photos; Google Earth Pro (Google Earth, 2022); City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); and the proposed Specific Plan (City of Jurupa Valley, 2023).

4.1.1 Existing Conditions

Project Site and Surrounding Area

The Specific Plan area is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses. Land uses surrounding the Specific Plan are generally described as follows:

- North: The SR-60 freeway, followed by single family and multifamily residential, commercial and industrial uses.
- South: Single family dwellings and multiple-family dwellings, churches, educational institutions, and light agriculture uses.
- East: Santa Ana River followed by residential, and parks and recreational uses in the City of Riverside.
- West: Single-family and multi-family residential and commercial uses and Rubidoux Boulevard.

Figure 4.1-1 shows an aerial photo of the Project site and surrounding areas with the locations of photos found in **Figures 4.1-2** through **4.1-4**. These photographs show the existing conditions both on the Project site and surroundings.

Scenic Views and Vistas

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, the Jurupa Mountains, and the Pedley Hills as scenic vistas.[1] From the Project site, the Jurupa Mountains are approximately 2.67 miles northwest, the Pedley Hills are approximately 2.96 miles to the southwest, and Mount Rubidoux is approximately one mile to the east, as measured from the center of Mount Rubidoux to the center of the Project site.

[1] City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a; pp. 1-17 to 1-19)

Figure 4.1-1
PHOTO LOCATION MAP



Path: \\Gissvr\gis\Projects\7124_JurupaValley_DistrictatJV_EIR\MXDs\7124_DJV_4_1_Photo_Map_2023_01_03b.mxd
January 03, 2023
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; County of Riverside, 2020; UltraSystems Environmental, Inc., 2023

Scale: 1:9,000

N

0 375 750 Feet

0 100 200 Meters

Legend

Project Boundary

1 Photo Location

District at Jurupa Valley

Key Viewpoints

UltraSystems
environmental • management • planning

Figure 4.1-2
SITE PHOTOGRAPHS 1 THROUGH 4



PHOTO 1: View looking northeast across the project site from the north-central part of the site.



PHOTO 2: View looking west across the project site from the east-central part of the site.



PHOTO 3: View looking north across the project site from near the northeast corner of the site.



PHOTO 4: View looking south across the project site from the southeast part of the site; Mt. Rubidoux is in the background.

Figure 4.1-3
SITE PHOTOGRAPHS 5 THROUGH 8



PHOTO 5: View looking north across the project site from the southeast part of the site.



PHOTO 6: View looking southeast across the project site from the northwest corner of the site.



PHOTO 7: View looking north across the project site from the southwest part of the site; the Jurupa Mountains are in the background.



PHOTO 8: View looking east across the project site from the central part of the site.

Figure 4.1-4
SITE PHOTOGRAPHS 9 THROUGH 12



PHOTO 9: View looking east of houses in the center of the project site along Wallace Street.



PHOTO 10: View looking west of houses in the center of the project site along Wallace Street.



PHOTO 11: View looking southeast at a Life Church Academy located south of the project site near Rubidoux Boulevard.



PHOTO 12: View looking north at houses on the other side of the freeway from Hall Avenue and Wallace Street.

State and Scenic Highways

There are no officially designated State or County Scenic Highways near the Project site. The nearest officially designated state scenic highway is SR-38, located approximately 12.3 miles northeast of the Project site. The nearest eligible state scenic highway is I-215 from SR-74 near Romoland to SR-74 near Perris, located approximately 16 miles southeast of the Project site (Caltrans, 2022).

Lighting

Existing light sources on and near the Project site include exterior and interior building lights, streetlights, and vehicle lights. Streetlights are present along portions of Wallace Avenue onsite, and near existing residences that are on 34th Street and Rubidoux Boulevard. Given the sparse development on the Project site, lighting levels are low.

4.1.2 Notice of Preparation/Scoping Comments

The following comment was received from David Murray, Principal Planner at the City of Riverside in regard to aesthetics:

"Discuss the interface of development along the Santa Ana River to avoid turning our backs on the river. Impacts on views of the rivers and adjacent parks and open spaces from the 60 Freeway".

4.1.3 Regulatory Framework

Federal

There are no federal regulations that pertain to this issue area.

State

State Scenic Highways

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated as scenic depending upon 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. (Caltrans, 2022).

Local

City of Jurupa Valley 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 DEIR **Section 4.10**, *Land Use and Planning*, **Table 4.10.1**, *General Plan Consistency Analysis*.

Specific Plan

Section 3.0, *Land Use and Development Standards*, constitutes the zoning for the Specific Plan Area and sets forth regulations addressing setbacks, parking, landscaping, walls and fencing, outdoor storage, and signs. Section 4.0, *Design Guidelines*, provides a framework for building placement, architectural treatments, landscape plantings, lighting, and other design elements.

4.1.4 Methodology

This impact discussion evaluates impacts from future planned development on the site and the Project's potential to: obstruct views of scenic vistas from public vantage points; damage scenic resources within a state scenic highway corridor; conflict with applicable zoning and other regulations governing scenic quality; and to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

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 aesthetics if it would:

a) Have a substantial adverse effect on a scenic vista.

Under the City's local significance threshold, the project would have significant effects if: The project would substantially block public views of a scenic vista that is visible from a scenic corridor as identified by General Plan Figure 4-23.

Note: Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscape. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other prominent or unusual landscape features, Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Screening Criteria: If the project is not located within a state scenic highway, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Under the City's local significance threshold, the project would have significant effects if: The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.

c) Conflict with applicable zoning and other regulations governing scenic quality.

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan policies or Municipal Code requirements pertaining to scenic quality.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan Policy COS 10.1, which requires outdoor lighting to be shielded and prohibits 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.
5. Includes building materials (e.g., exterior materials, windows, etc.) that create glare (Daytime glare impacts would be considered significant if buildings, signage or thematic elements that incorporate substantial amounts of reflective building materials were to be developed on the Project Site in areas that are highly visible to off-site glare-sensitive uses. Nighttime glare impacts would be considered significant if future buildings, signage or thematic elements which incorporate highly reflective building materials were to be developed on the Project Site in close proximity to both glare sensitive uses and motor vehicle traffic or would be illuminated by high brightness special effects or event lighting associated with the proposed Project. Daytime glare-sensitive uses generally include residential areas, freeways, and outdoor activity areas (recreational areas and parks). Uses sensitive to nighttime glare generally include residential uses, some commercial and institutional uses, and wildlife habitat within natural areas.

4.1.6 Environmental Impact Analysis

Threshold a): Would the project have a substantial adverse effect on a scenic vista?

Under the City's local significance threshold, the project would have significant effects if: The project would substantially block public views of a scenic vista that is visible from a scenic corridor as identified by General Plan Figure 4-23.

Note: Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscape. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other

prominent or unusual landscape features, Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways.

A.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

The following PPP applies to the Project and would reduce impacts relating to scenic vistas:

PPP 4.1-1 Building height, landscape setback, and building setback are required to comply with Table 3-3: *Development Standards* of the Specific Plan.

Project Design Features (PDFs)

The Specific Plan is a planning document to guide development; it does not propose specific development projects. As such, there are no Project Design Features applicable to the Project.

A.2 Impact Analysis

Based on the City's CEQA Guidelines, if the Project is located adjacent to a scenic corridor as identified by General Plan Figure 4-23, *Jurupa Valley Scenic Corridors and Roadways*, and would substantially block views of a scenic vista that is visible from public places (e.g., parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space, impacts may be significant absent substantial evidence to the contrary. *Note: Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscape. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways.*

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). Although not within the City, Mount Rubidoux is a scenic resource for the City of Riverside (2025 City of Riverside General Plan and Supporting Documents EIR Section 5.1 – Aesthetics).

Views from Designated Scenic Corridors

The closest scenic corridors are Limonite Avenue (located approximately 0.44 miles to the southwest), 46th Street (located approximately 1.25 miles to the south and southeast), and Camino Real (located approximately 2.18 miles to the west and southwest), and Crestmore Road (located approximately 0.31 miles to the south). General Plan Figure 3-30, *Scenic Corridors*, also designates Sierra Avenue as a scenic corridor from its intersection with Armstrong Road, approximately 0.45 miles west of the Project site, continuing northwest to the City of Fontana city limits. Because there are no scenic corridors in the immediate vicinity of the Project site, there is **no impact** in this regard.

On-Site Public Views of Scenic Vistas

As shown in **Figure 4.1-2** Site Photographs 1 through 4 and **Figure 4.1-3**, Site Photographs 5 through 8, the public rights-of-way within and surrounding the Project site provide distant and partial views of the Jurupa Mountains (approximately 2.67 miles) northwest, Pedley Hills (approximately 2.96 miles to the southwest), and Mount Rubidoux (approximately one mile, as measured from the center of Mount Rubidoux to the center of the Project site to the east) (Google Earth 2023).

Future development allowed by the Specific Plan could interfere with the distant and partial views of these scenic vistas. However, the following regulations contained in the Specific Plan would limit the height and massing of buildings:

- Section 3.3.1 *Floor Area Ratio*, of the Specific Plan, floor area ratios range from .50 to .70 for non-residential land uses. This effectively prevents buildings from occupying the entirety of a lot area which limits the buildings from substantially blocking views.

- Section 3.3.3, *Building Setback Line*, no building or structure shall be constructed within the Building Setback Line. All setbacks shall be free and clear to the sky relative to building or structure placement except for landscaping and sidewalks and perimeter walls for residential neighborhoods, primary commercial or industrial uses provided that the first four feet of the wall is screened by a landscape buffer.

- Table 3-3, *Development Standards*, limits building heights from 35 feet to 75 feet.

With the implementation of the combination of floor area ratio limits, building setback lines, and building heights, the partial views to these scenic resources would still be publicly available from the Project site post-development. 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**.

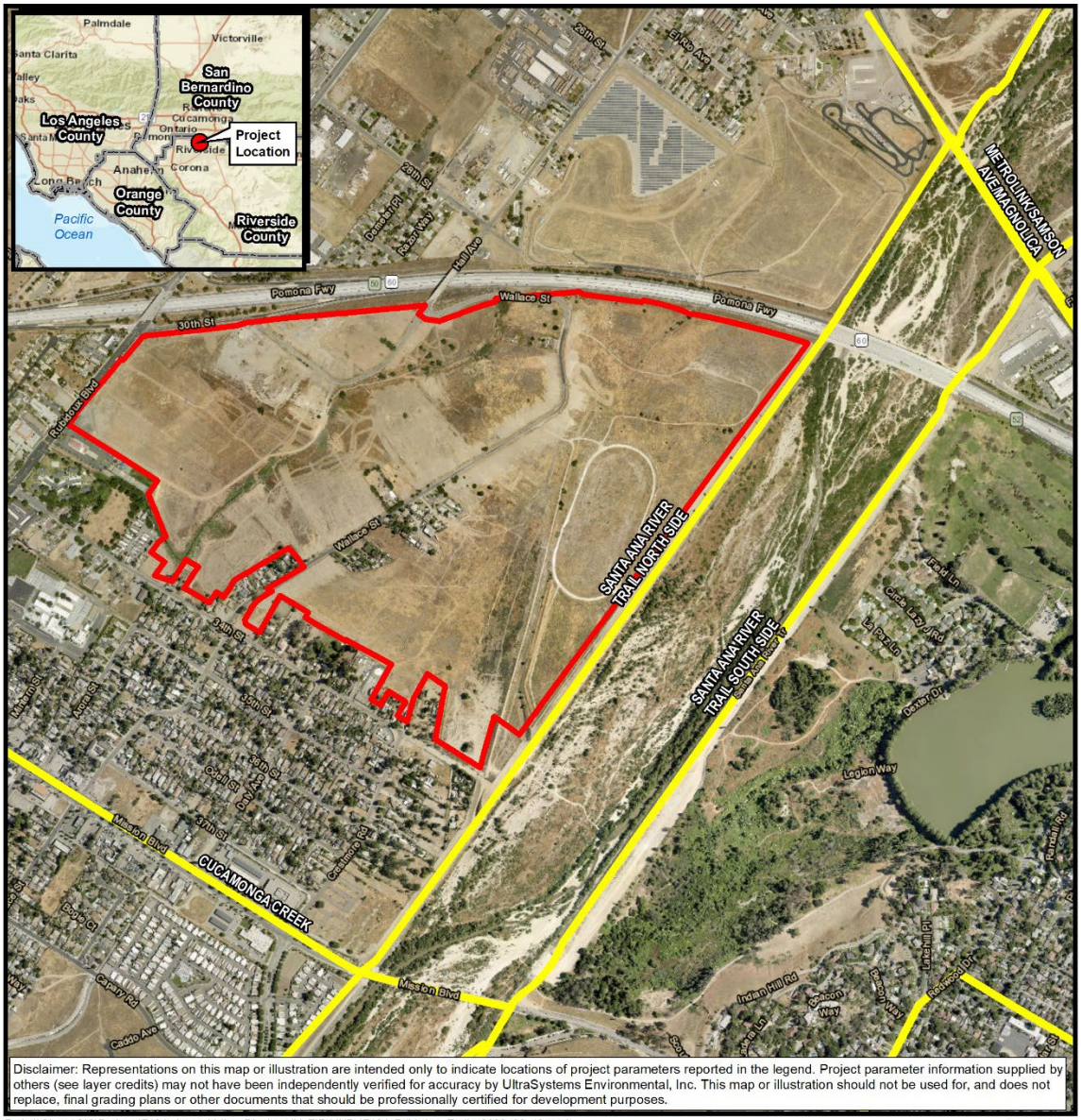
On-Site Public Views of the Santa Ana River

Views from the public-right-of way of existing streets within and adjacent to the Project site (Wallace Street, 34th Street, Hall Avenue, 30th Street, Frontage Road, and Rubidoux Boulevard) are blocked by the raised berm that runs along the eastern border of the site adjacent to the Santa Ana River (see Figures 4.1-2 Photo 1 and 4.1-3 Photo 8). Therefore, the Project would not block unobstructed public views of the River, and there is **no impact** in this regard.

Views of the Santa Ana River from the City of Riverside

The primary public view of the river from the City of Riverside is from an approximately 4,000-foot-long segment of the Santa Ana River Trail along the east side of the Santa Ana River in the City of Riverside. This view corresponds to the distance between 34th Street and SR 60 on the Jurupa Valley side of the river. Refer to **Figures 4.1-5** through **4.1-7** which shows the location of the Santa Ana River Trail and various public viewing vantage points to the river.

Figure 4.1-5
SANTA ANA RIVER TRAIL LOCATION



Path: \\Gissvr\GIS\Projects\7124_JurupaValley_DistrictatJV_EIR\MXDs\7124_DJV_4_1_Trails_2023_06_13.mxd
June 13, 2023
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Bike Route layer from SCAG, 2020; Parks layer from Riverside County, December 8, 2022; UltraSystems Environmental, Inc., 2023

Scale: 1:12,000

N

0 500 1,000 Feet

0 80 160 Meters

Legend

Trail/Bike Path

Project Boundary

District at Jurupa Valley

Nearby Trails

UltraSystems environmental • management • planning

Figure 4.1-6
VIEW FROM SANTA ANA RIVER TRAIL



Looking north from the Santa Ana River Trail.
Typical view is of the vegetation in the riverbed.

Source: Google Earth, 2023.

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District at Jurupa Valley
View from
Santa Ana River Trail

Figure 4.1-7
VIEWS FROM RESIDENTIAL AREAS IN RIVERSIDE

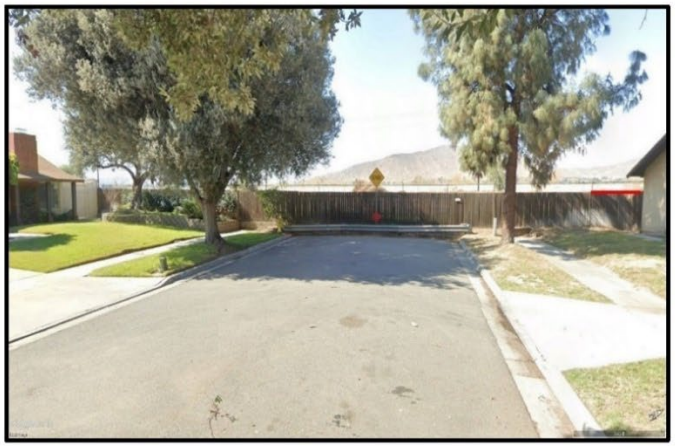

Photo 1: Looking west from Lazy Circle J Road



Photo 2: Looking northwest from Indian Hill Road

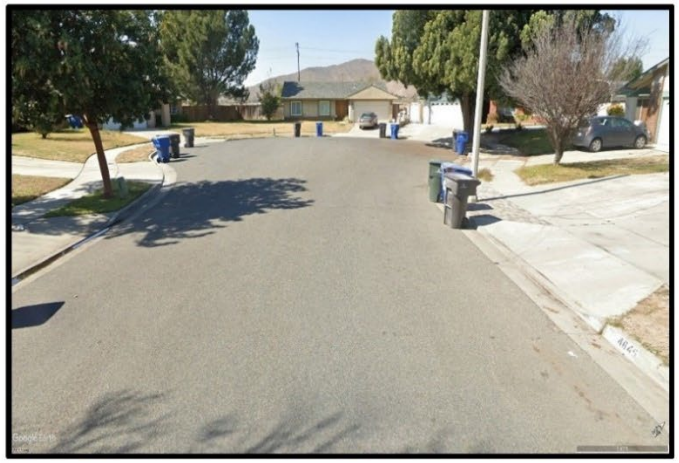

Photo 3: Looking west from La Paz Lane

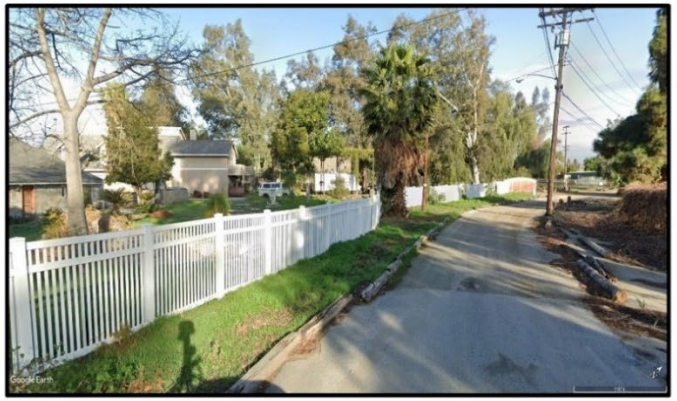

Photo 4: Looking west from Field Lane

As shown in **Figures 4.1-5** through **4.1-7,** the existing public views of the Santa Ana River are already blocked because the elevation is the same or lower than these vantage points and because of the intervening structures and vegetation block any view. Therefore, impacts are **less than significant** in this regard.

Views of Future Development on the Project Site from the City of Riverside

As noted above, the City of Riverside requested that the EIR "Discuss the interface of development along the Santa Ana River to avoid turning our backs on the river."

The Specific Plan land uses proposed adjacent to the Santa Ana River are Industrial/Logistics (I-L) and Public Facility (PF). The I-L designation is intended to provide a wide range of industrial uses including research and development; light manufacturing, assembly and processing of manufactured goods and materials; warehousing and distribution including e-commerce, high-cube logistics and cross-dock facilities. Ancillary uses include, office, employee services, and property management facilities. The Public Facility designation provides for the development of a stormwater basin.[2]

As required by Table 3-9: *Wall, Fencing, and Screening Requirements*, of the Specific Plan, all loading docks and truck parking areas shall be visually screened from the public right-of-way. Screening may include landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening. Additionally, the Santa Ana River is approximately 1,000 feet wide, and abundant vegetation—including trees—in the riverbed would partly screen the proposed Project from the public vantage points in the City of Riverside. Therefore, impacts would be **less than significant** in this regard.

Views from State Route 60

As shown in **Figure 4.1-8**, *Santa Ana River View from State Route 60*, only the berm adjacent to the River is seen from eastbound traffic because the travel lanes are approximately at the same elevation as the Project site. As shown in **Figure 4.1-9**, *Illustrative Cross Section at SR 60 and Industrial/Logistics Area*, the travel lanes elevate over the Santa Ana River at the Mission Boulevard Bridge, which is at a point past the Project site, and thus the development on the Project site would not obstruct the views of the River from this vantage point. Therefore, there are no impacts in this regard.

[2] The District at Jurupa Valley, Draft Specific Plan November 2022.

Figure 4.1-8
SANTA ANA RIVER VIEW FROM STATE ROUTE 60



View from eastbound SR-60. Northeast portion of the Project site is on the right. The Santa Ana River is not visible because of the berm that runs along the west side of the river.

Source: Google Earth, 2023.

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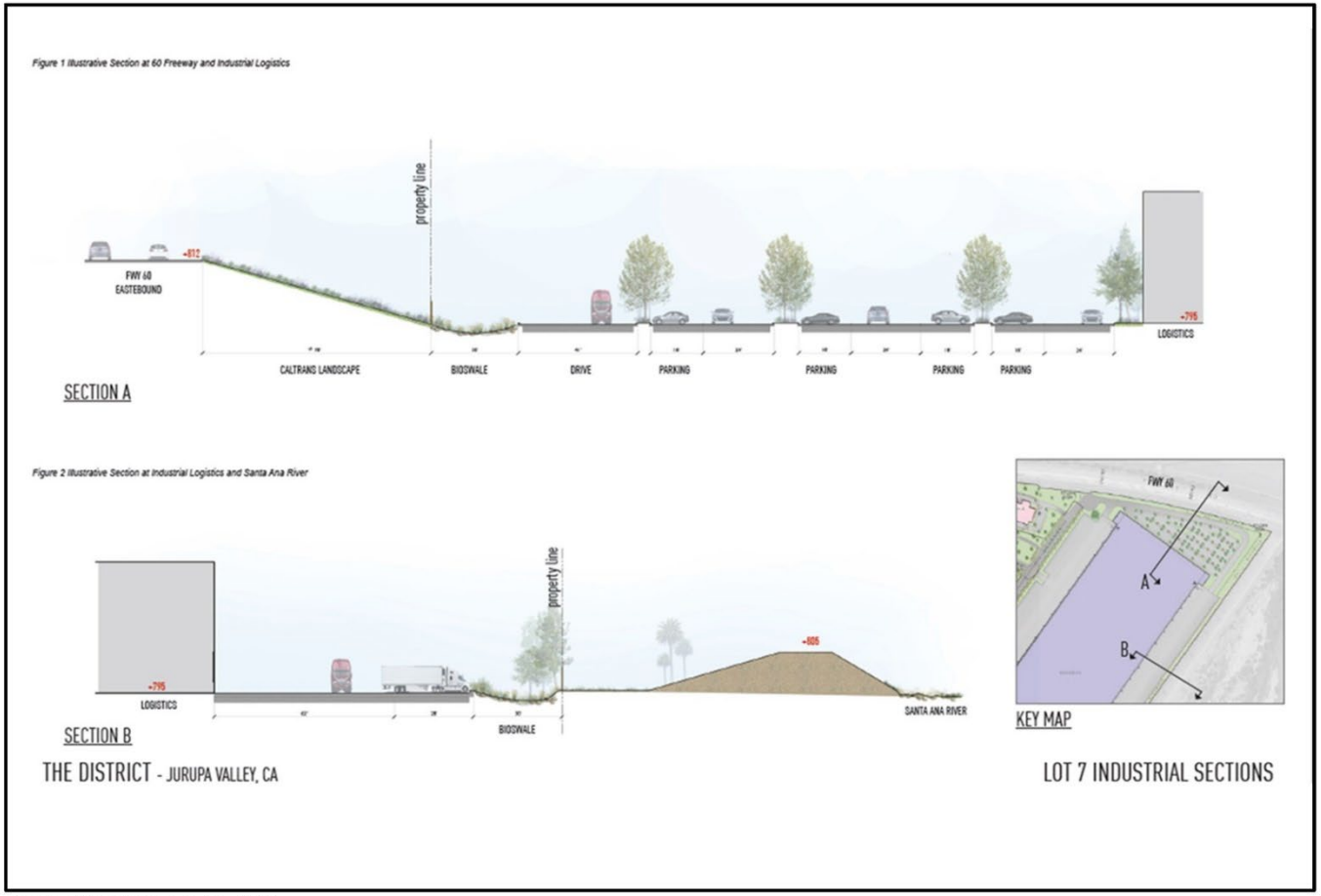
District at Jurupa Valley
Santa Ana River View
From State Route 60

Figure 4.1-9
ILLUSTRATIVE CROSS SECTION AT SR 60 AND INDUSTRIAL/LOGISTICS AREA



Source: City of Jurupa Valley, 2023.

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District at Jurupa Valley
Illustrative Cross Section at SR 60 and Industrial/Logistics Area

Level of Significance Before Mitigation: Impacts on scenic vistas would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts would be 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?

Screening Criteria: If the project is not located within a state scenic highway, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Under the City's local significance threshold, the project would have significant effects if: The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No PPPs apply to project impacts on a state scenic highway.

Project Design Features (PDFs)

No PDFs apply to project impacts on a state scenic highway.

B.2 Impact Analysis

The nearest designated state scenic highway to the Project site is a segment of State Route 91 approximately 23 miles to the southwest (Caltrans, 2022). Project development would not damage scenic resources in the designated segment of SR-91 and **no impact** would occur.

Level of Significance Before Mitigation: No impacts on scenic resources would occur.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

No impact would occur.

Threshold c): (In an Urbanized Area) Would the project conflict with applicable zoning and other regulations governing scenic quality?

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan policies or Municipal Code requirements pertaining to scenic quality.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

The following PPP applies to the Project and would reduce impacts relating to conflicts with applicable zoning and other regulations governing scenic quality:

PPP 4.1.2 Future development is subject to the Section 3 - *Land Use and Development Standards and* **Section 4 –** *Design Guidelines* of the Specific Plan.

Project Design Features (PDFs)

The Specific Plan is a planning document to guide development; it does not propose specific development projects. The Specific Plan includes development standards and design guidelines that all subsequent project proposals will have to comply with.

C.2 Impact Analysis

According to the United States Census Bureau (USCB) 2020 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). Additionally, CEQA Guidelines section 21094 (e) (B) (5), "Urban area" includes either an incorporated city or an unincorporated area that is completely surrounded by one or more incorporated cities that meets both of the following criteria:

> (A) The population of the unincorporated area and the population of the surrounding incorporated cities equal a population of 100,000 or more.
>
> (B) The population density of the unincorporated area is equal to, or greater than, the population density of the surrounding cities.

According to these criteria, the Project site is within an urbanized area and the following analysis focuses on the potential conflict with applicable zoning and other regulations governing scenic quality.

Site Development

The Specific Plan is a planning document to guide development; it does not propose specific development projects. Future development of the Specific Plan will occur through the processing of a variety of implementing projects, including, but not limited to tract maps, parcel maps, grading

plans, site development permits, conditional use permits, tenant improvements, and sign permits. All implementing projects shall be submitted to the City of Jurupa Valley Community Development Department for review and processing. The Community Development Department shall review all plans for consistency with the applicable zoning and other regulations governing scenic quality contained in Specific Plan Section 3, *Land Use and Development Standards,* and Section 4, *Design Guidelines.* With implementation of these regulations, impacts would be **less than significant**.

Freeway Signs

The Project proposes three digital billboards and two static free-standing freeway-oriented signs along SR-60. See **Figure 4.1-10**, *Sign Locations*, and **Figures 4.1-11** through **4.1-15,** which depict views of the signs identified in **Figure 4.1-10**.

Specific Plan Section 4.8, *Comprehensive Master Sign Program*, requires the preparation of a Sign Program that includes, but is not limited to, provisions for construction materials, coordination with building architecture, and lighting. The Sign Program requires a Site Development Permit, reviewed and approved by the Community Development Director or his/her designee in accordance with Section 5.5, *Implementation*. Such approval shall comply with the design standards contained in Section 4.9.1, *Design Standards*, which includes, but is not limited to, equipment screening, sign orientations, and landscaping and groundcover at the base of the signs.

Level of Significance Before Mitigation: With implementation of PPP 4.1-1 and as substantiated in the General Plan Consistency Analysis in Section 4.1.8, *Land Use and Planning*, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts are **less than significant.**

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts would be less than significant.

Figure 4.1-10
SIGN LOCATIONS

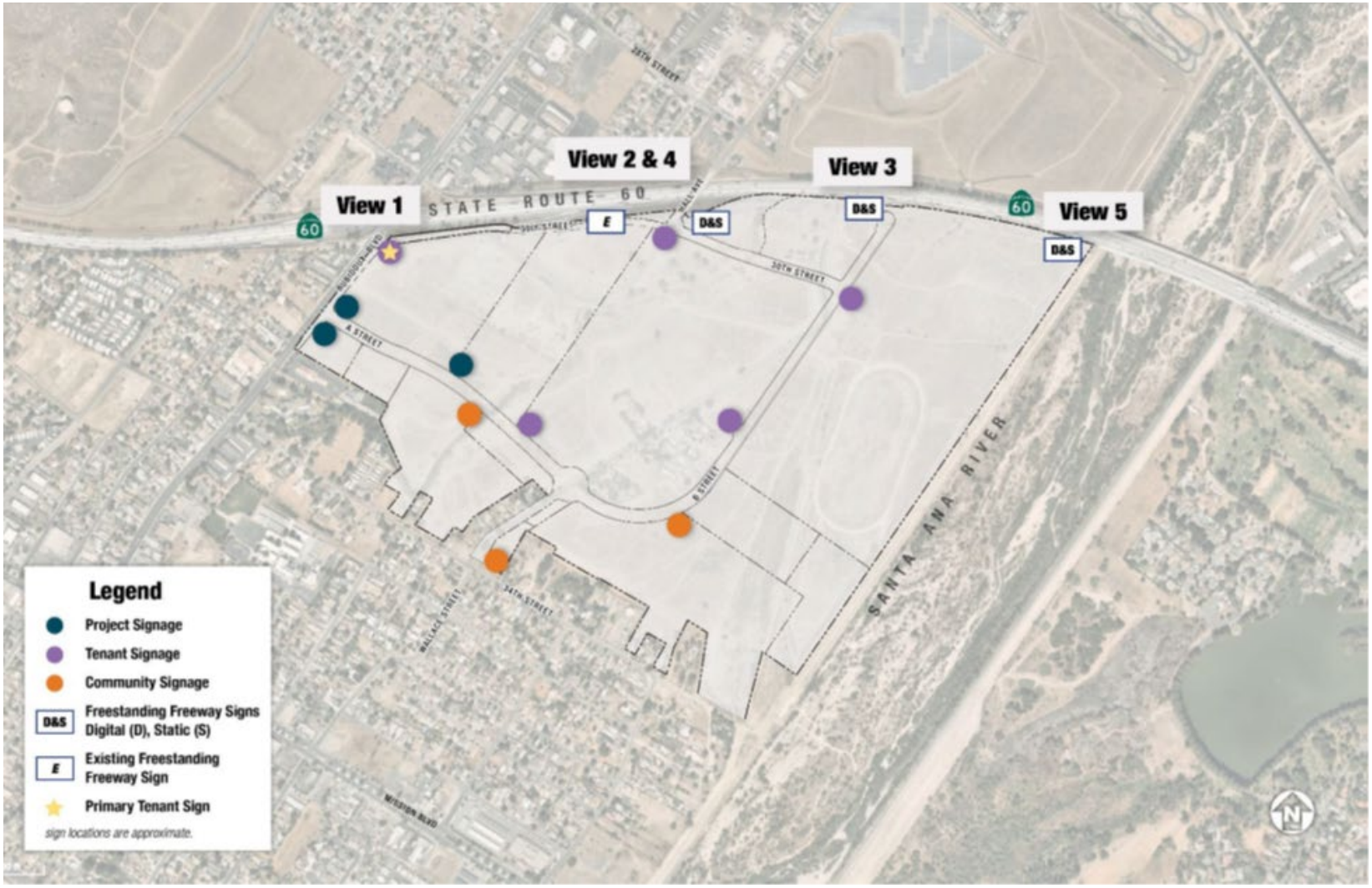


Figure 4.1-11
SIGN LOCATIONS VIEW 1



Figure 4.1-12
VIEW 2 - EASTBOUND STATE ROUTE 60



Figure 4.1-13
VIEW 3 - WESTBOUND STATE ROUTE 60

View 3 – Westbound State Route 60.



Figure 4.1-14
View 4 – Westbound State Route 60



Figure 4.1-15
VIEW 5 – WESTBOUND STATE ROUTE 60



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

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan Policy COS 10.1, which requires outdoor lighting to be shielded and prohibits 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.
5. Includes building materials (e.g., exterior materials, windows, etc.) that create glare (Daytime glare impacts would be considered significant if buildings, signage or thematic elements that incorporate substantial amounts of reflective building materials were to be developed on the Project Site in areas that are highly visible to off-site glare-sensitive uses. Nighttime glare impacts would be considered significant if future buildings, signage or thematic elements which incorporate highly reflective building materials were to be developed on the Project Site in close proximity to both glare sensitive uses and motor vehicle traffic or would be illuminated by high brightness special effects or event lighting associated with the proposed Project. Daytime glare-sensitive uses generally include residential areas, freeways, and outdoor activity areas (recreational areas and parks). Uses sensitive to nighttime glare generally include residential uses, some commercial and institutional uses, and wildlife habitat within natural areas.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.1.3 Outdoor lighting fixtures are required to comply with Section 3.7, *Lighting Requirements*, Section 4.5, *Lighting*, and Section 4.9.2, *Lighting and Display Requirements* of the Specific Plan.

Project Design Features (PDFs)

The Specific Plan is a planning document to guide development; it does not propose specific development projects. The Specific Plan includes lighting requirements that prohibit light spillage off-site and downward facing light fixtures for all future development

D.2 Impact Analysis

Based on the City's CEQA Guidelines, if the project is inconsistent with General Plan Policy COS 10.1, *Outdoor Lighting,* impacts may be significant absent substantial evidence to the contrary.

Under existing conditions, the Project site is mostly vacant except for four housing structures on the property and does not produce much light or glare; therefore, implementation of the Project would result in an increase in ambient light generation, primarily associated with building lights, and security/parking lot lighting.

Outdoor Lighting

As required by PPP 4.1-3, Outdoor lighting fixtures are required to comply with Section 3.7, *Lighting Requirements*, and Section 4.5, *Lighting*, of the Specific Plan. These regulations require all exterior lighting fixtures to be directed downward to illuminate the site and avoid unnecessary glare and light pollution on adjacent properties. Subsequent project approvals for specific buildings will have to comply with these requirements and will be evaluated by the Community Development Department to ensure compliance with the standards specified to prevent light spillage off-site. Impacts would be **less than significant** in this regard.

Glare

The Project would introduce some sources of glare through building materials like windows. Buildings may have windows and the specific design of each proposed building will be evaluated for compliance with the Specific Plan and City Code. Implementation of the Specific Plan and development of the proposed buildings would not result in large expanses of reflective materials so the increase in glare would be **less than significant** in this regard.

Freeway Sign Lighting

Section 4.9.2, *Lighting and Display Requirements*, of the Specific Plan requires that all digital billboards must comply with all applicable laws and regulations concerning brightness, including, without limitation, California Vehicle Code Section 21466.5, and as amended and that signs are to be oriented primarily for viewing from the freeway and shall be oriented, and adequately shielded if necessary, to prevent the trespass of light and glare upon any residential land use (within 1,000 feet of the sign), including those in mixed-use districts, as exists on the date of building permit issuance. With implementation of PPP 4.1.3, impacts would be **less than significant**.

Level of Significance Before Mitigation: Less than significant.

D.3 Mitigation Measures

No mitigation measures are required.

D.4 Level of Significance After Mitigation

Impacts would be less than significant.

4.1.7 Cumulative Impacts

The geographic area for cumulative analysis includes the cumulative development projects listed in Table 3- 1, *Cumulative Projects*. This development would be required to comply with the overall land use vision, design review regulations, and policies in local and regional planning documents as they apply to those projects.

As discussed under Threshold a), the City's General Plan specifies the Pedley Hills, Jurupa Mountains, and Santa Ana River as scenic resources and publicly accessible vantage points that provide views of these scenic resources are considered scenic vistas. The EIR also evaluated impacts to views of Mount Rubidoux in the City of Riverside because it is within one mile of the Project site and is considered a scenic resource by the City of Riverside. Due to the project site's distance from these resources, intervening development, and topography relative to these scenic resources, the development of the proposed Project would not block public views of the Pedley Hills, Jurupa Mountains, the Santa Ana River, or Mount Rubidoux.

The reasonably foreseeable development projects listed in Table 3 - 1, *Cumulative Projects*, would not have any impacts that would directly combine with the development proposed on the Project site because of their distance to the Project site. Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on scenic vistas.

As discussed under Threshold b), there are no designated or eligible State Scenic Highways adjacent to the Project site. Therefore, the proposed Project has **no impact** on a scenic resource within a scenic highway, nor does it contribute to a cumulatively significant impact in this regard. Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on a state scenic highway.

As discussed under Threshold c), the proposed Project would not result in direct impacts related to conflicts with applicable zoning and other regulations governing scenic quality. Future development projects would be required to comply with the applicable development standards and design guidelines of the Specific Plan, which are consistent with the General Plan. The reasonably foreseeable development projects listed in Table 3 - 1, *Cumulative Projects*, would have to comply with applicable zoning or other regulations regarding scenic quality. Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts in regard to conflicts with applicable zoning and other regulations governing scenic quality.

As discussed under Threshold d), mandatory compliance with the applicable requirements of the Specific Plan's development standards regulating light and glare would ensure the proposed Project would result in less-than-significant impacts to light and glare, and daytime and nighttime views. Other development projects in the region also would be subject to the same or similar lighting standards. Therefore, the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on light and glare.

4.2 Air Quality

This section is based in part on information obtained from two technical reports prepared by Kimley-Horn and Associates, Inc.: an air quality assessment (Kimley-Horn, 2023a) and a health risk assessment (Kimley-Horn, 2023b), which are provided in **Appendix D1** and **Appendix D2**, respectively. This section describes the existing air quality setting and potential effects from the implementation of the District Specific Plan on the site and its surrounding area. The section identifies and describes relevant federal, state, regional and municipal air quality regulations, standards, policies, and plans; characterizes ambient air quality near the Project site and defines criteria for significance of impacts.

Air Pollutants and Health Effects

The following are brief descriptions of individual pollutants and pollutant classes that have been associated with a wide range of human health effects, including increased respiratory symptoms, hospitalization for heart or lung diseases, and even premature death.

Criteria Pollutants

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard (AAQS) has been established by the U.S. Environmental Protection Agency (USEPA) and/or ARB. The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM), sulfur dioxide (SO_2), lead, and ozone, and their precursors. Since the proposed Project would not generate appreciable SO_2 or lead emissions,[3] it is not necessary for the analysis to include those two pollutants. Federal and state AAQS are listed in **Table 4.2-1**. Presented below is a description of the air pollutants of concern.

Table 4.2-1
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA AIR POLLUTANTS

Pollutant	Averaging Time	State Standards[1]	National Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m³)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)
	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m³)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)
	1 Hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m³)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m³	150 µg/m³
	Annual Arithmetic Mean	20 µg/m³	NA

3 Sulfur dioxide emissions will be about 0.08 pound per day during construction and about 0.16 pound per day during operations.

Pollutant	Averaging Time	State Standards[1]	National Standards[2]
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m³
	Annual Arithmetic Mean	12 µg/m³	12 µg/m³
Sulfates (SO_{4-2})	24 Hour	25 µg/m³	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m³	NA
	Calendar Quarter	NA	1.5 µg/m³
	Rolling 3-Month Average	NA	0.15 µg/m³
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m³)	NA
Vinyl Chloride (C_2H_3CI) [10]	24 Hour	0.01 ppm (26 µg/m³)	NA

Notes:

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

[1] California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that ARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

[2] National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.

[3] Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.

NAAQS are set by the USEPA at levels determined to be protective of public health with an adequate margin of safety.

[4] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. USEPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

[5] The national 1-hour O_3 standard was revoked by the USEPA on June 15, 2005.

[6] In June 2002, ARB established new annual standards for $PM_{2.5}$ and PM_{10}.

[7] The 8-hour California O_3 standard was approved by the ARB on April 28, 2005, and became effective on May 17, 2006.

[8] On June 2, 2010, the USEPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following USEPA initial designations of the new 1-hour SO_2 NAAQS.

[9] In December 2012, USEPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m³. In December 2014, the USEPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

[10] ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

[11] National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2022; California Air Resources Board, *Ambient Air Quality Standards*, May 6, 2016.

Source: Kimley-Horn, 2023a, Table 5, p. 13.

Ozone (O_3)

Ozone, an important component of smog, is a highly reactive and unstable gas capable of damaging living cells, such as those present in the linings of the human lungs. This pollutant forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, consumer products and many other sources. Ozone is a powerful oxidant – its actions can be compared to household bleach, which can kill living cells (such as germs or human skin cells) upon contact. It forms in greater quantities on hot, sunny, calm days. In metropolitan areas of California, ozone concentrations frequently exceed existing health-protective standards in the summertime. Health effects from Ozone include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue.[4]

Particulate Matter (PM_{10} and $PM_{2.5}$)

Airborne particulate matter (PM) is not a single pollutant, but rather is a mixture of many chemical species. It is a complex mixture of solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings. Particles vary widely in size, shape and chemical composition, and may contain inorganic ions, metallic compounds, elemental carbon, organic compounds, and compounds from the earth's crust. Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less (PM10) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter (PM2.5). Therefore, PM2.5 comprises a portion of PM10.[5] The health effects from PM include premature death, hospitalization for worsening of cardiovascular disease, hospitalization for respiratory disease, asthma-related emergency room visits, and Increased symptoms, increased inhaler usage.[6]

Carbon Monoxide (CO)

Carbon monoxide (CO) is a colorless, odorless gas. It results from the incomplete combustion of carbon-containing fuels such as natural gas, gasoline, or wood, and is emitted by a wide variety of combustion sources, including motor vehicles, power plants, wildfires, and incinerators. Nationally and, particularly in urban areas, the majority of outdoor CO emissions to ambient air come from mobile sources. Carbon monoxide can also be formed through photochemical reactions in the atmosphere from methane and non-methane hydrocarbons, other volatile organic hydrocarbons in the atmosphere, and organic molecules in surface waters and soils. There are also a number of indoor sources of CO that contribute to total exposure. Health effects from CO include chest pain in patients with heart disease, headache light-headedness, and reduced mental alertness[7].

Nitrogen Dioxide (NO_2)

Nitrogen Dioxide (NO_2) is a pungent gas that, along with fine airborne particulate matter, contributes to the reddish-brown haze characteristic of smoggy air in California. Although NO2 can be directly emitted from combustion sources, much of the NO_2 in the ambient air is formed in the atmosphere through reactions between nitric oxide (NO) and other air pollutants that require the presence of sunlight (photochemical reactions). NO_2 levels in air vary with direct emission levels, as well as with

[4] California Air Resources Board, Common Air Pollutants. https://ww2.arb.ca.gov/resources/common-air-pollutants. Accessed April 3, 2023.
[5] Ibid.
[6] Ibid.
[7] Ibid.

changing atmospheric conditions, particularly the amount of sunlight. The health effects from $N0_2$ include lung irritation and enhanced allergic responses.

Sulfur Dioxide (SO_2)

SO_2 is a member of a family of chemicals comprised of sulfur and oxygen that are collectively known as sulfur oxides (SOX). SOX, including SO_2, are emitted when sulfur-containing fuel is burned. Some examples of sources include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. In addition, SO_2 and the other SOX are emitted from some industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing. The health effects from SO2 include Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits[8].

4.2.1 Existing Conditions

The California Air Resources Board (ARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County.

The topography and climate of Southern California combine to make the Basin an area highly favorable for forming air pollution. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. Within the atmosphere, the warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. Additionally, the region experiences more days of sunlight than any other major urban area in the nation except Phoenix, Arizona. This abundant sunlight triggers the photochemical reactions which produce ozone and PM2.5[9].

Regional Air Quality

The USEPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Table 4.2-2 shows the attainment status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The region is currently nonattainment for ozone and $PM_{2.5}$.

[8] Ibid.

[9] SCAQMD, *Air Quality Management Plan*, Chapter 1, p. 1-7. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed April 3, 2023.

Table 4.2-2
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	State Classification	Federal Classification
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_4^{-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: The District at Jurupa Valley Air Quality Assessment, (Kimley-Horn, 2023a)

Local Air Quality

Existing Pollutant Levels at Nearby Monitoring Stations

The ARB monitors ambient air quality at approximately 250 air monitoring stations across the state. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the SCAQMD, the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements. The closest air monitoring station to the Project site that monitors ambient concentrations of ozone, PM_{10}, $PM_{2.5}$ and NO_2 pollutants is the Rubidoux-Mission Boulevard station. It is 0.79 mile southwest to the Project site. The ambient air quality data in the proposed Project vicinity as recorded at these stations for 2019 to 2021 and the applicable federal and state standards are shown in **Table 4.2-3**.

Table 4.2-3
AMBIENT AIR QUALITY MONITORING DATA

Criteria Pollutant	2019	2020	2021
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.123	0.143	0.117
8-hour Maximum Concentration (ppm)	0.096	0.115	0.097
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	24	46	20
NAAQS 8-hour (>0.070 ppm)	59	82	55
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	1.51	1.72	2.10
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0

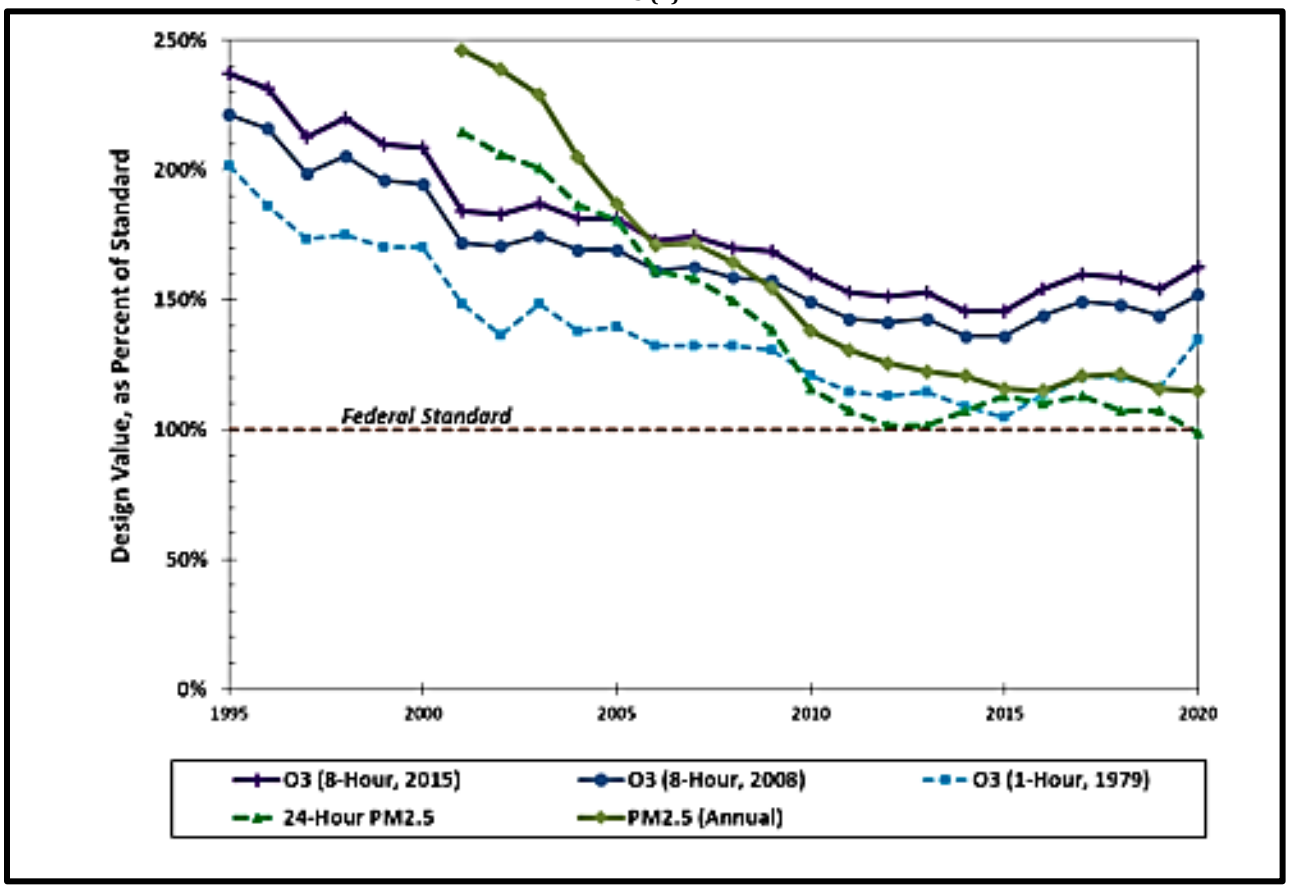
Criteria Pollutant	2019	2020	2021
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	56.0	66.4	52.0
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	132.5	142.1	76.5
State 24-hour Maximum Concentration	182.4	137.7	114.3
State Annual Average Concentration (CAAQS=20 µg/m^3)	40.9	--	33.2
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	110	115	75
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	55.7	59.9	82.1
State 24-hour Maximum Concentration	57.6	61.9	82.1
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	5	12	11

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million.
µg/m^3 = micrograms per cubic meter; – = not measured
[1] Measurements taken at the Rubidoux - Mission Boulevard Monitoring Station at 5888 Mission Boulevard, Riverside, California 92509 (CARB# 33144), which is the closet monitoring station that measures O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$.
Source: Kimley-Horn, 2023a, Table 3, p. 10) All pollutant measurements are from the ARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the ARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).

Air Quality Trends

As of 2022, the region's population exceeds 17 million people, yet emissions have continued to decrease. In the South Coast Air Basin, approximately 406 tons per day of VOCs and 351 tons per day of NOx were emitted in 2018 (the base-year of the emissions inventory and modeling analysis in the 2022 AQMP). Based on current regulations and actions already taken, emissions are estimated to be approximately 339 tons per day of VOC emissions and 184 tons per day of NOx emissions in 2037. However, these levels are not low enough to meet the 2015 8- hour ozone NAAQS for the Basin and significant additional emissions reductions are necessary. Substantial progress has been made in reducing the pollutants that form ozone (i.e., VOCs, NOx) and PM2.5 emissions through regulatory measures, voluntary actions, and partnerships with other agencies and stakeholders. Figure 1-6 illustrates the ozone and PM2.5 levels in the Basin as a percentage of the federal standard which demonstrates that while air quality progress has been dramatic since the 1990s, much work remains to bring the Basin into attainment of the ozone standards.

Figure 4.2-1
TRENDS OF SOUTH COAST AIR BASIN MAXIMUM 3-YEAR DESIGN VALUES FOR OZONE AND $PM_{2.5}$ (1)



Source: SCAQMD, 2022 Air Quality Management Plan.

(1) (As Percentages Of Current Federal Standards. 24-Hour Pm2.5 Design Values Exclude Exceptional Events Caused By The Bobcat and El Dorado Fires In 2020)

4.2.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for the local review period from March 31, 2022 to April 29, 2022. The State review period started on April 1, 2022 and ended on May 2, 2022. A scoping meeting was held April 20, 2022 at City of Jurupa Valley City Hall; no comments that pertain to air quality were made during the EIR Scoping Meeting.

Comments related to air quality were received from the following:

- **South Coast Air Quality Management District (SCAQMD).** Email from Lijin Sun dated April 14, 2022, recommended that the analysis follows the guidance and methods of the AQMD's CEQA Air Quality Handbook, its Localized Significance Analysis method, and other analytical methods; the EIR should also include a mobile source health risk assessment if the project generates long-term diesel emissions, and provide mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality. Given the proximity of proposed project residences to the State Route 60 freeway, several mitigation measures described by the ARB should be considered if necessary.

- **Southern California Association of Governments (SCAG).** Letter from Frank Wen, Ph.D. Manager, Planning Strategy Department, dated April 27, 2022, recommending that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate. The PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible.

- **Californians Allied for a Responsible Economy (CARE).** Letter from Jeff Modrzejewski dated April 29, 2022, opined that the EIR should consider and analyze all reasonably foreseeable uses including higher intensity uses such as construction and operation of cold storage warehouse space. The letter suggests that the analysis include the potential use of transportation refrigeration units (TRUs) during project operation, and heavy truck traffic in its VMT analysis. It states that a health risk assessment should be done and the project should mandate zero emission or alternative fuel vehicles onsite during construction and operation.

- **City of Riverside.** Letter from David Murray, Principal Planner, Planning Division dated April 29, 2023, expressing concerns with cumulative impacts, such as traffic, air pollution and greenhouse gas emissions and that all cumulative and regional impacts be fully analyzed and mitigated.

4.2.3 Regulatory Setting

Air pollutants are regulated at the federal, state, regional, and local level. The U.S. Environmental Protection Agency (EPA) regulates at the federal level. The California Air Resources Board (CARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the regional level, and the City of Jurupa Valley regulates at the local level.

Federal

Federal Clean Air Act

Under the federal Clean Air Act, the Environmental Protection Agency (EPA) establishes health-based air quality standards that all states must achieve. These are known as National Ambient Air Quality Standards. The EPA oversees approval of all State Implementation Plans which are comprehensive plans that describe how a state will attain the National Ambient Air Quality Standards.

State

California Clean Air Act

The Federal Clean Air Act also allows states to adopt additional or more stringent air quality standards if necessary. California has adopted a set of standards known as California Ambient Air Quality Standards. The State Standards differ from the federal Standards in some instances.

California Air Resources Board

The California Air Resources Board (CARB) is responsible for reducing emissions from motor vehicle and consumer products. The Board has the overall responsibility for statewide air quality maintenance and air pollution prevention. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than the federal standards. California has also set standards for some pollutants that are not addressed by federal standards, such as Visibility Reducing Particles, Sulfates, Hydrogen Sulfide, and Vinyl Chloride. In addition, The California Air Resources Board reviews and approves State Implementation Plan elements prepared by the South Coast Air Quality Management and submits them to the EPA for approval and publication in the Federal Register.

Southern California Association of Governments (SCAG)

Under federal law (23 U.S. Code § 134 and 49 U.S. Code § 5303), SCAG is designated as the Metropolitan Planning Organization (MPO) and is designated as a Regional Transportation Planning Agency and a Council of Governments under state law (California Government Code, § 29532, et. seq.). SCAG is responsible for preparing the portion of the SIP that addresses transportation control measures, land use, and growth projections. In particular, SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast AQMD's AQMPs. SCAG provides plans for six counties and 26 planning areas according to the attainment status of ozone, particulate matter less than 10 microns in diameter (PM10) and PM2.5 NAAQS. South Coast Air Basin and Coachella Valley are both included in their planning areas.

South Coast Air Quality Management District

The California Clean Air Act also establishes requirements for cities and counties to meet. South Coast AQMD was created by the state legislature to facilitate compliance with the federal Clean Air Act and to implement the state air quality program. Toward that end, South Coast AQMD develops regulations designed to achieve these public health standards by reducing emissions from business and industry.

California is divided into 35 air quality management districts. These districts are responsible for controlling emissions primarily from stationary sources (e.g., power plants, chemical plants, oil refineries, manufacturing facilities, and other industrial facilities). The District also sets "significance thresholds" for various air pollutant emissions during a project's construction and/or operation. The Project is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Air Quality Management Plan

South Coast AQMD staff develops rules based on control measures identified in the Air Quality Management Plan and which are designed to reduce air pollution from specific sources. Generally, the rule-making process incorporates extensive information gathering and research into available technologies, coordination with industry groups, and analysis of the economic impact of each proposed rule or rule amendment. South Coast AQMD provides an opportunity for public input on every proposed rule. At public workshops and consultations, the public can voice suggestions and concerns about the impact of a proposed rule. A final public hearing is held before the South Coast AQMD Governing Board before the Board votes on the proposed or amended rule.

In addition to developing air pollution regulations, South Coast AQMD is under a legal obligation to enforce these regulations. Air pollution regulations are primarily meant to ensure that the surrounding (or ambient) air meets federal and state air quality standards. AQMD also has broad authority to regulate toxic and hazardous air emissions, and these regulations are enforced in the same manner as those which pertain to the ambient air quality standards. South Coast AQMD has devised a broad compliance program to provide for enforcement activities.

Local

City of Jurupa Valley General Plan

Local air quality within Jurupa Valley varies from place to place and depends on both regional wind patterns and proximity to local pollution sources. The City of Jurupa Valley General Plan, principally through its Air Quality Element, contains a variety of goals and policies that address air quality improvement. These are identified and evaluated in the General Plan Consistency Analysis table in **Section 4.10,** *Land Use and Planning*.

4.2.4 Methodology

This air quality impact analysis considers construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model® (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD (Kimley-Horn, 2023a, p. 21).

Construction

CalEEMod Version 2022.1.1.6 (CAPCOA, 2022), which incorporates onroad emission factors from EMFAC 2021 for applicable calendar years in the Los Angeles County portion of the SCAB, was used to estimate construction emissions for offroad equipment exhaust, onroad exhaust emissions from construction employee commuting and vendor activity, and onroad exhaust emissions from hauling activity.

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with project construction (see **Table 4.2-4**) would generate emissions of criteria air pollutants and their precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod. The Project is a Specific Plan, and no development proposals are included at this time. Buildout of the Specific Plan would occur in multiple phases over several years and future development would be subject to project-specific City discretionary review and approval. It is anticipated that project construction would occur over two development phases.

Table 4.2-4
EQUIPMENT BY CalEEMod CONSTRUCTION ACTIVITY

CalEEMod Defined Construction Activity [1]	Equipment Type	No. of Pieces	Hours/ Day	Horse-power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	33	0.73
	Excavators	3	8.00	36	0.38
	Rubber-Tired Dozers	2	8.00	367	0.40
Site Preparation	Rubber-Tired Dozers	3	8.00	367	0.40
	Tractors/Loaders/Backhoes	4	8.00	84	0.37
Grading	Excavators	2	8.00	36	0.38
	Graders	1	8.00	148	0.41
	Scrapers	1	8.00	367	0.40
	Rubber-Tired Dozers	2	8.00	423	0.48
	Tractors/Loaders/Backhoes	2	8.00	84	0.37
Building Construction	Cranes	1	7.00	367	0.29
	Forklifts	3	8.00	82	0.20
	Generator Sets	1	8.00	14	0.74
	Tractors/Loaders/Backhoes	3	7.00	84	0.37
	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	81	0.42
	Paving Equipment	2	8.00	89	0.36
	Rollers	2	8.00	36	0.38
Architectural Coating	Air Compressors	1	6.00	37	0.48

Source: CalEEMod version 2022.1.1.6. Refer to Appendix D1 for model outputs.
[1] This is construction activity phase defined by CalEEMod not project phase.

It was assumed in the modeling that all applicable provisions of SCAQMD Rule 403 would be followed. CalEEMod considers these control measures to be "mitigation," although, being legally mandatory, they are not considered as such in this EIR.

Localized Significance Analysis for Criteria Pollutants

The purpose of this analysis is to estimate whether ambient air quality standards for NO_2, CO, PM_{10} or $PM_{2.5}$ would be violated in the immediate vicinity of the Project. To facilitate impact analysis, the SCAQMD developed a methodology for modeling many combinations of project footprint area, source-receptor distance, and local meteorology in the SCAB (Chico and Koizumi, 2008). From the results of the analysis, SCAQMD developed mass rate look-up tables that can be used to determine whether a project's emissions may generate significant localized air quality impacts on offsite receptors (including sensitive receptors). Based on the source receptor area (SRA) number, the

distance to the receptor and the site area, the output of the modeling is a set of pollutant-specific emission thresholds.

Toxic Air Contaminants

For this project, the chief toxic air contaminant during construction will be diesel particulate matter (DPM), a carcinogen. Kimley-Horn prepared a health risk assessment (HRA) for exposure of nearby workers and residents to DPM emissions during construction (Kimley-Horn, 2023b). The basic approach was to quantify hourly DPM emissions from construction activities at various locations, conduct air dispersion modeling to estimate annual average concentrations at sensitive receivers, and to quantify lifetime cancer risk and chronic noncancer[10] risk for individuals in different age classes. Details of the HRA's assumptions, calculations, modeling and risk calculations are provided in **Appendix D2**.

Operation

Project operations would result in emissions of area sources (consumer products, architectural coatings, and landscape equipment), energy sources (electricity and natural gas usage), mobile sources (motor vehicles from project generated vehicle trips), and off-road equipment. Project-generated operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

Area Sources. Area source emissions would be generated due to consumer products use, onsite equipment, architectural coatings, and landscaping equipment that were previously not present on the site. Many consumer products contain VOCs that are emitted during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries.

- **Energy Sources.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.

- **Mobile Sources**. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation rates within the *Traffic Impact Analysis for District at Jurupa Valley in the City of Jurupa Valley* (Traffic Impact Analysis) prepared by Kimley-Horn (Kimley-Horn, 2022a), and Traffic Analysis Memorandum (Kimley-Horn, 2023c), and incorporated into CalEEMod as recommended by the SCAQMD (Kimley-Horn, 2023a, p. 22). This Traffic Impact Analysis is a local transportation analysis and not part of the CEQA Vehicle Miles Travelled (VMT)-focused transportation analysis. ARB's EMission FACtor Model (EMFAC2021) was used for emission rates in CalEEMod. Project trip generation from the Traffic Impact Analysis is based

[10] Data on health effects of acute (short-term) exposure to DPM are insufficient to allow risk assessments thereof.

on the following Institute of Transportation Engineers (ITE) land use categories (Kimley-Horn, 2023a, pp. 22-23):

- ITE Land Use 150: Warehousing (1,650,000 square feet, 2,822 total daily vehicle trips).
- ITE Land Use 155: High-Cube Fulfillment Center Warehouse (Non-Sort) (300 thousand square feet, 543 total daily vehicle trips).
- ITE Land Use 155: High-Cube Fulfillment Center Warehouse (Sort) (300 thousand square feet, 1,932 total daily vehicle trips).
- ITE Land Use 157: High-Cube Cold Storage Warehouse (150 thousand square feet, 318 total daily vehicle trips).
- ITE Land Use 220: Multifamily Housing (Low Rise) (1,192 dwelling units, 8,034 total daily vehicle trips).
- ITE Land Use 310: Hotel (160 rooms, 1,278 total daily vehicle trips).
- ITE Land Use 411: Public Park (11.1 acres, 8 total daily vehicle trips).
- ITE Land Use 770: Business Park (30 thousand square feet, 373 total daily vehicle trips).
- ITE Land Use 815: Free Standing Discount Store (120 thousand square feet, 6,464 total daily vehicle trips).
- ITE Land Use 820: Shopping Center (>150k) (200 thousand square feet, 7,402 total daily vehicle trips).
- ITE Land Use 850: Supermarket (40 thousand square feet, 3,754 total daily vehicle trips).
- ITE Land Use 890: Furniture Store (100 thousand square feet, 630 total daily vehicle trips).
- ITE Land Use 934: Fast-Food Restaurant w/ Drive-thru (12.5 thousand square feet, 5,844 total daily vehicle trips).

The Project would generate 39,402 daily trips (not accounting for internal capture and pass-by trips).[11] Mobile-source emission rates in CalEEMod incorporated the ARB SAFE Rule adjustment factors (Kimley-Horn, 2023a, pp. 22-23).[12]

[11] After accounting for internal capture/pass-by trips, the Project will generate 35,016 daily trips (non-PCE); see Appendix D20.1.

[12] The USEPA repealed SAFE Rule Part 1 on January 28, 2022. Therefore, the mobile source emissions in this analysis are conservative.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with project construction and operations. The proposed project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a project's impact on regional air quality.

The localized effects from the Project's onsite emissions were evaluated in accordance with the SCAQMD's Localized Significance Threshold (LST) Methodology (Chico and Koizumi, 2008), which uses onsite mass emissions rate look-up tables and project-specific meteorology. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

The aforementioned HRA prepared by Kimley-Horn (Kimley-Horn, 2023b) also estimated cancer and noncancer chronic health risk from exposure to DPM during project operations. Details of the analysis are in **Appendix D2**.

4.2.5 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, in part, on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds and Significance Criteria related to air quality. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations 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.

Under the City's local significance threshold, the project would have significant effects if: The proposed project would 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 current South Coast Air Quality Management District's Air Quality Management Plan and the project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan Air Quality Management Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable state or federal ambient air quality standard.

Under the City's local significance threshold, the project would have significant effects if: The project's air emissions exceed the applicable regional significance thresholds established by the South Coast Air Quality Management District.

NOTE: According to the SCAQMD, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact.

c) Expose sensitive receptors to substantial pollutant concentrations.

Under the City's local significance threshold, the project would have significant effects if:

- The project would exceed the SCAQMD Localized Significance Thresholds (LST) which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities;

- The project would create a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker.

- The project emissions would contribute traffic volumes to an intersection in the vicinity of the project site which exceeds 100,000 vehicles per hour.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Screening Criteria: If the project is not any of the following, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

Under the City's local significance threshold, the project would have significant effects if: The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to assist one in making the above determinations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 4.2.5**. If a project's emissions exceed one or more of the thresholds, then they are potentially significant regionally

Table 4.2-5
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT EMISSIONS THRESHOLDS

Criteria Air Pollutants and Precursors	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Source: SCAQMD, 2019.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above state and federal CO standards; the more stringent California standards are 20 ppm for 1-hour and 9 ppm for 8-hour. The SCAB has been designated as in attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for onsite emissions of NO2, CO, PM10, and PM2.5 generated at new development sites. (Offsite mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within a project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. The Project site is located within SCAQMD SRA 23. **Table 4.2-6** shows the LSTs for a 1-acre, 2-acre, 4-acre (interpolated), and 5-acre project in SRA 23. Because the nearest sensitive receptors are adjacent residences to the south of the Project site and a residential building within the Project boundary, the thresholds for distances of 25 meters or less are listed below.

Table 4.2-6
LOCALIZED SIGNIFICANCE THRESHOLDS FOR CONSTRUCTION & OPERATION

Localized Significance Thresholds for Construction/Operations (Maximum Pounds Per Day)				
Project Size	**Nitrogen Oxides (NO_x)**	**Carbon Monoxide (CO)**	**Respirable Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
1 Acre	118/118	602/602	4/1	3/1
2 Acres	170/170	883/883	7/2	4/1
4 Acres	237/237	1,346/1,346	11/3	7/2
5 Acres	270/270	1,577/1,577	13/4	8/2

Source: SCAQMD, 2008. Kimley-Horn, 2023a, Table 8, p. 21.

Table 4.2-6 shows that the LSTs increase as acreages increase due to the dispersion of the air pollutants over a greater area. It should be noted that LSTs are screening thresholds and are therefore conservative since the analysis is only considering the dispersion of air pollutants over five acres

before reaching sensitive receptors, as opposed to accounting for dispersion over a greater area.. Project construction will occur in two Phases and grading is anticipated to disturb a maximum of 4.0 acres in a single day. (Kimley-Horn, 2023a, p. 46) Project operations would occur over an approximately 248.3-acre site. Therefore, on-site emissions would disperse over a larger area, which would decrease the concentrations. It should be noted that LSTs were developed for small typical projects and generally are not applicable to regional projects, such as the proposed project.[13] Notwithstanding, LSTs were conservatively applied in this analysis (Kimley-Horn, 2023a, pp. 21, 49).

4.2.6 Environmental Impact Analysis

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

Under the City's local significance threshold, the project would have significant effects if: The proposed project would 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 current South Coast Air Quality Management District's Air Quality Management Plan and the project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan Air Quality Management Plan.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans Policies and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs (PPPs) applied to the Project on the basis of federal, state, or local law currently in place that effectively reduce environmental impacts. If applicable, they will be identified in the Impact Analysis section below.

PPP 4.2-1 Rule 401 (Visible Emissions). This Rule prohibits discharge into the atmosphere from any single source of emission whatsoever of any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

PPP 4.2-2 Rule 402 (Nuisance). This Rule prohibits 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.

PPP 4.2-3 Rule 403 (Fugitive Dust). This rule is intended to reduce the amount of PM entrained in the ambient air from anthropogenic (manmade) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any

[13] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, July 2008.

activity or manmade condition capable of generating fugitive dust. Some specific requirements of Rule 403 that apply to all construction projects, regardless of the size of their disturbed areas, are addressed below:

- No person shall cause or allow emissions of fugitive dust to remain visible in the atmosphere beyond the property line of the emission source or to exceed 20 percent opacity if the dust emission is a result of a moving motorized vehicle.
- Apply applicable Best Available Control Measures in Table 1 of Rule 403 to minimize fugitive dust emissions during active operation.
- No person shall cause or allow PM10 levels to exceed 50 micrograms per cubic meter when determined as the difference between upwind and downwind samples collected on high volume PM samplers or other USEPA approved equivalent method for PM10 monitoring at the Project limits for a five hour period during the time of Active Operations. Sampling will only occur if a complaint is reported to the SCAQMD, in which case the decision to conduct sampling will be made by SCAQMD, and SCAQMD will conduct sampling.
- No person shall allow track out to extend 25 feet or more in cumulative length from the point of origin from an active operation, and all track out from an active operation shall be removed at the end of each workday or evening shift.
- No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without at least one of the measures listed under subparagraph (d)(5) of Rule 403 at each vehicle egress.

PPP 4.2-4 Rule 445 (Wood burning Devices). The purpose of this rule is to reduce the emission of PM from wood burning devices. Section (d)(1) requires that no person shall permanently install a wood burning device into any new development.

PPP 4.2-5 Rule 481 (Spray Coating Operations) applies to all spray painting and spray coating operations and equipment. This rule would apply to the application of architectural coatings to the exterior and interior or of the building walls.

PPP 4.2-6 Rule 1108 (Cutback Asphalt) governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the SoCAB. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed Project must comply with SCAQMD Rule 1108.

PPP 4.2-7 Rule 1113 (Architectural Coatings). The purpose of this rule is to limit the VOC content of architectural coatings used in the District and applies to any person who supplies, sells, markets, offers for sale, or manufactures any architectural coating that is intended to be field applied within the District and any person who applies, stores at a worksite, or solicits the application of any architectural coating within the District.

PPP 4.2-8 Rule 1143 (Consumer Paint Thinners & Multi-Purpose Solvents) governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating

materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule,.

PPP 4.2-9 Rule 1186 (PM10 Emissions From Paved and Unpaved Roads and Livestock Operations) limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, State, county, agency or special district such as water, air, sanitation, transit, or school district.

PPP 4.2-10 Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies the work practice requirements to limit asbestos emissions and exposure from building demolition and renovation activities. Requirements include asbestos surveying; notification; asbestos-containing material (ACM) removal procedures and time schedules; ACM handling and cleanup procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste material (ACWM).

PPP 4.2-11 Rule 2305 (Warehouse Indirect Source Rule). Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NOX and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouse's WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

PPP 4.2-12 Title 24. The proposed Project is required to comply with Title 24 of the CCR established by the California Energy Commission regarding energy conservation standards.

PPP 4.2-13 Cal Green Code. The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). CALGreen is updated on a three-year cycle; the 2022 CALGreen went into effect January 1, 2023. The Building Official or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303 (residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11.

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.

Project Design Features (PDFs)

If a project includes within its project scope features or construction techniques that minimize environmental impacts, those features can be incorporated into the Project description as project design features (PDFs). Examples of PDFs include, but are not limited to, installation of solar panels, implementation of energy efficient design standards, use of zero emission equipment and vehicles, or a site design that creates or maintains open space. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. Even so, PDFs are incorporated into the Mitigation Monitoring and Reporting Program to ensure that they are implemented as a part of the Project conditions of approval.

PDF 4.2-1 **Industrial Land Use Buffer.** Where there are industrial uses adjacent to residential, there is a required 750-foot buffer area from any industrial building to any residential building. The buffer area can be used as open space, providing landscape and infrastructure improvements that can include sidewalks, trails, and other passive uses.

PDF 4.2-2 **Specific Plan Section 2.6.3 Truck Circulation.** The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan).

PDF 4.2-3 **Specific Plan Section 2.7.8, Roundabout.** A Roundabout will be located at the intersection of Wallace Street, and future A Street and B Street. The Roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community.

PDF 4.2-5 **Landscaped Paseo**. Adjacent to Industrial. As shown on Specific Plan Figure 2-2-Open Space Plan, the southern boundary of the Industrial Land Use Area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use Area to the south.

PDF 4.2-6 **Truck Routes.** The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux

Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan).

PDF 4.2-7 **10 Hour Limit for Construction Equipment.** The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.

PDF 4.2-8 **Model Year 2010 Fleet.** The Project Applicant/Developer /Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF 4.2-9 **ZE Trucks by 2030.** The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the Project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible.

PDF 4.2-10 **LEED Buildings.** The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.

PDF 4.2-11 **MERV 13 Filters within 500 Feet of TAC Source.** Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.

PDF 4.2-12 **MERV Filters Program.** Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.

a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.

b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.

c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.

d. Provide information to residents on where MERV filters can be purchased.

e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.

f. Identify the responsible entity such as future residents themselves, Homeowners Association, or property managers for ensuring enhanced filtration units are replaced on time.

g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.

h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and

i. Develop a process for evaluating the effectiveness of the enhanced filtration units.

A.2 Impact Analysis

Applicable Air Quality Plans

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment of the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As discussed in **Section 4.2.3**, the currently approved plans for bringing the SCAB into attainment are the 2022 AQMP and the Southern California Association of Governments' 2020 RTP/SCS. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

According to the City of Jurupa Valley CEQA Guidelines, the following two criteria used to determine if a project is in conflict with the applicable air quality plan (in accordance with CEQA Threshold a):

- **Criterion 1)** If the proposed project would 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 current South Coast Air Quality Management District's Air Quality Management Plan: and

- **Criterion 2)** If the proposed project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan.

Consistency Criterion No.1 Analysis

As shown below, *Construction Emissions (Phase 2) + Operations (Phase 1)*, depending on the particular scenario, at one time or another all criteria pollutants will have a significant and unavoidable impact, with the exception of Sulfur Dioxide (SO_2), which is a colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil, such as in petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.

Even with the implementation of all feasible mitigation measures as described below and mandatory compliance with SCAQMD rules and regulations, impacts are significant and unavoidable.

On the basis of the analysis under Consistency Criterion No. 2 below, the Project is determined to be **inconsistent with Criterion No. 1.**

Consistency Criterion No. 2 Analysis

The SCAQMD relies, in part, on the population projections used for the 2020 RTP/SCS as one of the components to forecast future emissions identified in the 2022 AQMP. There are a variety of data sources used to prepare the jurisdictional growth forecasting for the 2020 RTP/SCS, including:

- California Department of Finance (DOF) population and household estimates;
- California Employment Development Department (EDD) jobs report by industry;
- 2015 existing land use and General Plans from local jurisdictions;
- 2010 census and latest ACS data (2013-2017 5-year samples);
- County assessor parcel databases;
- 2011 and 2015 business establishment data from InfoGroup; and
- SCAG's 2016 RTP/SCS growth forecast.[14]

This information was integrated in the 2022 AQMP.[15]

The 2022 AQMP growth data is based, in part, 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.

[14] Source: SCAG Connect SoCal, DEMOGRAPHICS AND GROWTH FORECAST, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

[15] Connect SoCal, *Demographic and Growth Forecast,* Technical Report, September 3, 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579l. Accessed on January 3, 2023.

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 proposes a General Plan Amendment to change the underlying land use designations to accommodate the proposed multi-use project which differs from the existing land use designations envisioned by the current General Plan. **Table 4.2-7** below compares the magnitude of the proposed changes.

Table 4.2-7
COMPARISON OF EXISTING APPROVED EMERALD RANCH SPECIFIC PLAN (EMR) AND PROPOSED DISTRICT AT JURUPA VALLEY SPECIFIC PLAN (DJV) LAND USE SUMMARY

Land Use	Gross Acreage[1]		Non- Residential Square Feet (SF)[2]		Hotel Rooms [3]	Dwelling Units	
	EMR	DJV	EMR	DJV	DJV Only	EMR	DJV
COMMERCIAL							
Neighborhood	---	20.4	---	160,000	---		---
Retail	20.4	70.3	186,000	1,200,000	---		---

Land Use	Gross Acreage[1]		Non- Residential Square Feet (SF)[2]		Hotel Rooms [3]	Dwelling Units	
	EMR	DJV	EMR	DJV	DJV Only	EMR	DJV
Existing Non-Conforming	---	1.1			---		---
Tourist[4]	---	5.9		112,500	160		---
Commercial Sub-Total		**97.7**		**1,472,500**	**160**		**---**
RESIDENTIAL							
Medium Density Residential (4.5 du/acre)	107.3	---				483	---
Medium High Density Residential (5.2 du/acre)	36.1	---				189	---
High Density Residential (12 du/acre)	22.76	---				272	---
Very High Density (20 du/acre)	12.60	---				252	---
High Density Residential[2] (up to 30 du/acre)	---	42.0		---	---	---	1,196
Residential Sub-Total		**42.0**		**---**	**---**	**1,196**	**1,196**
OTHER NON-RESIDENTIAL							
Church	25.0	---					
Elementary School	12.0	---					
Other Non-Residential Sub-Total							
BUSINESS PARK							
Business Park[4]	---	6.8		30,000	---		---
Existing Non-Conforming	---	1.0			---		---
Business Park Sub-Total	---	**7.8**		**30,000**	**---**		**---**
INDUSTRIAL/LOGISTICS							
Industrial	---	67.3		1,500,000	---		---
Industrial Sub-total	---	**67.3**		**1,500,000**	**---**		**---**
OPEN SPACE							
Public Park/Open Space	17.55	11.1		---	---	---	---
Public Park/Open Space **Sub-Total**	**17.55**	**11.1**		**---**	**---**	**---**	**---**
PUBLIC IMPROVEMENTS							
Public Streets	24.74	15.8		---	---	---	---
Public Parkway	---	---		---	---	---	---
Public Facility (Stormwater Basin)	---	6.6		---	---	---	---
Public Imp Sub-Total		**22.4**		**---**	**---**	**---**	**---**
TOTALS	**278.45**	**248.3 acres**	**186.00**	**3,002,500 SF**	**160 Rooms**	**1,196 Units**	**1,196 Units**

Sources: JHA Consulting, Inc., 2005, Table III-1, p. III-8, and p. IV-6. City of Jurupa Valley, 2023, Table 2-1, Section 2, p. 5.
Notes:
1. Gross Acreage includes Existing Non-Conforming properties. Future redevelopment of the non-conforming properties would default to the respective Specific Plan land use designation. Gross Acreages are rounded to the nearest tenths based on the Tentative Tract Map.
2. Hotel Square Feet is estimated for purpose of floor area ratio (FAR) calculation only. Subsequent development applications may exceed the total square feet, provided that the maximum Land Use FAR is not exceeded.
3. Hotel Rooms are the basis of trip generation for technical study purpose and represents the maximum number of hotel rooms within the Land Use area.

Land Use	Gross Acreage[1]		Non- Residential Square Feet (SF)[2]		Hotel Rooms [3]	Dwelling Units	
	EMR	DJV	EMR	DJV	DJV Only	EMR	DJV

4. Adjustments to Commercial Tourist and Business Park total square feet can be made if the maximum FAR is maintained and in accordance with Section 2.5.3 and 2.5.4 as appropriate, and Section 5.5.2.
EMR = Emerald Meadows Ranch Specific Plan (JHA Consulting, Inc., 2005)
DJV = District at Jurupa Valley Draft Specific Plan (City of Jurupa Valley, 2023)

As shown in **Table 4.2-7**, the number of dwelling units (1,196) remains the same, but the non-residential land uses (commercial, business park, and industrial) would increase by 2,842,500 square feet. Although the Proposed Project increases the non-residential land uses on the Project site acreage, it does not result in the entire City area being reclassified from the Standard LDC category to the Compact LDC category, because the Project site only represents 0.08 percent of the City's total land area and the Project would not change the development characteristics of the entire City from a suburban-rural area to a more compact, urbanized area.

Additionally, Project development would not cause growth in population or housing exceeding regional forecasts for the City of Jurupa Valley. The Project proposes the development of 1,192 residential units that are estimated to house 4,422 persons at the average household size in the city of Jurupa Valley in 2022 of 3.71 persons. The population of the City of Jurupa Valley is forecast to increase by 17,700, or approximately 18 percent, between 2016 and 2045 (SCAG, 2020). The number of households in the City is estimated to increase by approximately 6,500, or 26 percent, between 2016 and 2045 (SCAG, 2020). The operational population and housing impacts of the proposed Project would be less than significant.

Level of Significance Before Mitigation:

Criterion 1 (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).

As shown in **Table 4.2-16**, *Summary of Air Quality Impacts*, depending on the particular scenario, the Project will exceed SCAQMD thresholds for Reactive Organic Gases (ROG), Nitrogen Oxides (NOx) and Carbon Monoxide (CO). Impacts are potentially significant for Criterion No. 1.

Criterion 2: (Exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan).

Based on the analysis above, the Project is consistent with the growth assumptions in the 2022 AQMP. Impacts are **less than significant** for Criterion No. 2.

A.3 Mitigation Measures

Mitigation measures **AQ-1** through **AQ-13** apply.

MM AQ-1 Mitigation Measures (applicable to all Specific Plan uses). Minimize Construction Emissions. Prior to the issuance of grading permits, the City Engineer shall confirm

that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions.

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region.

- The maximum daily disturbance area (actively graded area) shall not exceed 4 acres per day.

- Construction equipment shall be properly maintained according to manufacturer specifications.

- All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.

- Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled.

- Information on ridesharing programs shall be made available to construction employees.

- During construction, lunch options shall be provided onsite.

- A publicly visible sign shall be posted at the primary construction entrance with the telephone number and person to contact regarding dust complaints per SCAQMD Standards.

- All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles.

- The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Jurupa Valley.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet- power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited.
- All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used.
- A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance.

MM AQ-2 Low VOC Paint. During construction, the Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the City of Jurupa Valley Building and Safety Department shall confirm that plans include the following specifications:

- All architectural coatings will be super-compliant low VOC paints.
- Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
- Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
- For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).
- Use compliant low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.

- Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable.

- Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

MM AQ-3 Vehicle Trip Reduction. Develop a qualifying Commute Trip Reduction (CTR)/ Transportation Demand Management (TDM) plan to reduce mobile emissions for all uses. The TDM plan shall be approved by the City of Jurupa Valley prior to the issuance of building permits and incorporated into the Project's Covenants, Conditions and Restrictions (CC&Rs). The TDM plan shall discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The following measures shall be incorporated into the TDM plan.

TDM Requirements for Non-Residential Uses:

- The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site.

- The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, half-time transportation coordinators, providing a web site or message board for coordinating rides, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available. Verification of this measure shall occur prior to building permit issuance for the commercial uses.

TDM Requirements for Residential Units:

- Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy.

- Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant or subsequent property manager shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa Valley. The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of

Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy.

MM AQ-4 Prohibition of Fireplaces. The installation of wood-burning and natural gas fireplaces shall be prohibited. The purpose of this measure is to limit emissions of ROG, NOX, particulate matter and visible emissions from wood-burning and natural gas fireplaces used for supplemental heat, or ambiance and does not apply to HVAC systems. This prohibition shall be noted on the deed and/or lease agreements for future property owners/tenants to obey

MM AQ-5 Electric Landscape Equipment. Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. All residential and non- residential properties shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure does not apply to open space areas that are maintained by the Park's District or City of Jurupa Valley. Those entities are required to comply with applicable State and South Coast Air Quality Management District (SCAQMD) rules regulating landscape equipment.

MM AQ-6 Warehouse Mitigation Measures (Electrical Rooms). Prior to the issuance of a building permit for tenant improvements, the Planning Department shall confirm that the Project is designed to include the following:

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines.

- The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs.

This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-7 TRUs to be Plug-in-Capable. Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that requires all Transport Refrigeration Units (TRUs) entering the Project site be plug-in capable. Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electrical hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment

and power refrigeration units while their truck is stopped. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-8 Truck Rule Signage. Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that all truck access gates and loading docks within the Project site shall have a sign posted those states the following:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report violations.
- Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-9 Energy Efficiency for Trucks (Carl Moyer Program). Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-10 Prior to the issuance of a tenant occupancy permit for any residential, commercial, or industrial building, the Planning Department shall confirm that the Project plans and specifications for the residential, commercial, and industrial buildings shall include electric vehicle (passenger car) charging stations and parking spaces at each building for employees and the public to use as required by the CalGreen Code in effect at the time of permit issuance. This mitigation measure applies only to tenant improvements and not the building shell approvals.

MM AQ-11 Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications show the following:

- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation

measure applies only to tenant improvements and not the building shell approvals.

- All standard emergency generators (i.e. non-cold storage generators) shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City.

MM AQ-12 Warehouse Indirect Source Rule (Rule 2305). The Project tenants shall comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). This rule is expected to reduce NOX and PM10 emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.

MM AQ-13 Residential Mitigation Measures: Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to prohibit natural gas use within residential structures.

A.4 Level of Significance After Mitigation

Even with implementation of all regulatory requirements, voluntary measures and Mitigation Measures (described above, impacts would be **significant and unavoidable** for Reactive Organic Gases (ROG), Nitrogen oxides (NOx) and Carbon Monoxide (CO).

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?

Under the City's local significance threshold, the project would have significant effects if: The project's air emissions exceed the applicable regional significance thresholds established by the South Coast Air Quality Management District.

NOTE: According to the SCAQMD, individual projects that do not generate operational or construction emissions that exceed the SCAQM D's recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans Policies and Programs (PPPs)

PPP 4.2-1 through **PPP 4.2-13** apply.

Project Design Features (PDFs)

PDF 4.2-1 through **PDF 4.2-12** apply.

B.2 Impact Analysis

Construction - Phase I

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in **Table 4.2-10,** the Project's Phase 1 unmitigated construction emissions would exceed SCAQMD's standards for ROG and NO_x. However, mitigated construction emissions for all criteria air pollutants would remain below the thresholds with implementation of **MM AQ-1** and **MM AQ-2**. **MM AQ-1** requires the use of Tier 4 construction equipment and **MM AQ-2** requires the use of "Super-Compliant" low VOC paints. **MM AQ-1** and **MM AQ-2** would reduce Phase 1 construction emissions to less than significant levels.

Table 4.2-10
PHASE 1 CONSTRUCTION-RELATED EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
CONSTRUCTION EMISSIONS[1]						
Unmitigated Emissions						
Year 2023	2.92	27.44	24.52	0.03	1.40	1.15
Year 2024	8.48	78.57	102.67	0.31	22.26	7.03
Year 2025	220.61	35.98	142.78	0.13	25.71	6.68
Maximum Emissions	220.61	78.57	142.78	0.31	25.71	7.03
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	Yes	Yes	No	No	No	No
Mitigated Emissions[2]						
Year 2023	2.92	27.44	24.52	0.03	1.40	1.15
Year 2024	8.48	78.57	102.67	0.31	22.26	7.03
Year 2025	31.44	35.98	142.78	0.13	25.71	6.68
Maximum Emissions	31.44	78.57	142.78	0.31	25.71	7.03
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	No	No	No	No	No	No

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
2. Mitigation includes the incorporation of MM AQ-1 which requires the use of Tier 4 construction equipment and MM AQ-2 which requires the use of "Super-Compliant" low VOC paints.
Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Construction – Phase 2

Predicted maximum daily mitigated and unmitigated construction-generated emissions for the Project during phase 2 are summarized in **Table 4.2-11** which shows that the Project's Phase 2 unmitigated and mitigated construction emissions would remain below the SCAQMD's thresholds for all criteria air pollutants, and impacts would be **less than significant.**

Table 4.2-11
PHASE 2 CONSTRUCTION-RELATED EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
CONSTRUCTION EMISSIONS[1]						
Unmitigated Emissions						
Year 2026	4.12	61.90	54.81	0.28	14.04	5.49
Year 2027	4.09	16.83	63.59	0.05	11.30	2.98
Year 2028	70.24	17.53	70.51	0.06	13.22	3.41
Maximum Emissions	70.24	61.90	70.51	0.28	14.04	5.49
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	No	No	No	No	No	No
Mitigated Emissions[2]						
Year 2026	4.12	61.90	54.81	0.28	14.04	5.49
Year 2027	4.09	16.83	63.59	0.05	11.30	2.98
Year 2028	23.44	17.53	70.51	0.06	13.22	3.41
Maximum Emissions	23.44	61.90	70.51	0.28	14.04	5.49
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceeds Threshold?	No	No	No	No	No	No

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
2. Mitigation includes the incorporation of MM AQ-1 which requires the use of Tier 4 construction equipment and MM AQ-2 which requires the use of "Super-Compliant" low VOC paints.

Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Operation – Phase 1

Phase 1 unmitigated operational emissions would exceed the SCAQMD's operational standard for ROG, NO_X, and CO as shown on **Table 4.2-12**. **MM AQ-3** through **MM AQ-13** would be implemented to reduce operational emissions to the greatest amount feasible. However, despite the implementation of all feasible mitigation, as shown in **Table 4.2-10,** mitigated operation emissions would still exceed the SCAQMD's operational standard for ROG, NO_X, and CO.

Table 4.2-12
PHASE 1 UNMITIGATED OPERATIONAL EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Source Emissions	94.37	5.37	137.92	0.03	0.51	0.56
Energy Emissions	0.83	14.96	12.04	0.09	1.14	1.14
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars[1]	85.81	74.11	752.01	1.71	60.93	11.56

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Off-Road Emissions[2]	7.30	68.56	116.80	0.17	3.32	3.05
Emergency Generators	6.91	49.21	20.80	0.08	1.39	1.39
Total Emissions	**197.04**	**299.19**	**1,073.90**	**2.92**	**82.17**	**22.02**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mobile source emissions conservatively do not account for pass-by trips.
2. Unmitigated emissions assume diesel off-road equipment (i.e., forklifts and yard trucks).
Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Table 4.2-13
PHASE 1 MITIGATED OPERATIONAL EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Source Emissions[3]	73.28	4.20	1.79	0.03	0.34	0.34
Energy Emissions[5]	0.75	13.66	11.47	0.08	1.04	1.04
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars [1,4]	83.56	72.15	730.27	1.66	59.15	11.23
Off-Road Emissions [2]	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators [2]	0.49	32.08	20.80	0.08	0.47	0.47
Total Emissions	**159.90**	**209.05**	**798.66**	**2.69**	**75.87**	**17.38**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mobile source emissions conservatively do not account for pass-by trips.
2. Off-road emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to MM AQ-11.
3. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to MM AQ-4 and MM AQ-5.
4. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3.
5. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Operation – Phase 2

Phase 2 unmitigated operational emissions would exceed the SCAQMD's operational standard for ROG, NO_X, and CO, as shown in **Table 4.2-12. MM AQ-3** through **MM AQ-5, and MM AQ-13** would reduce operational emissions to the greatest amount feasible. However, as shown in **Table 4.2-14,** mitigated operation emissions would still exceed the SCAQMD's operational standard for ROG and NO_X. Therefore, impacts would be significant and unavoidable.

Table 4.2.14
PHASE 2 UNMITIGATED OPERATIONAL EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Source Emissions	35.61	13.19	68.02	0.08	1.05	1.06
Energy Emissions	0.29	5.10	2.70	0.03	0.41	0.41
Mobile – Passenger Cars[1]	62.73	54.33	479.64	1.24	44.56	8.56
Total Emissions	**98.63**	**72.62**	**550.36**	**1.35**	**46.02**	**10.03**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mobile source emissions conservatively do not account for pass-by trips.
Source: CalEEMod version 2022.1.1. Refer to Appendix A for model outputs.

Table 4.2-15
PHASE 2 MITIGATED OPERATIONAL EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Source Emissions[2]	29.24	12.61	5.36	0.08	1.02	1.02
Energy Emissions[4]	0.26	4.60	2.47	0.03	0.37	0.37
Mobile – Passenger Cars[1,3]	61.69	53.41	471.55	1.22	43.80	8.41
Total Emissions	**91.19**	**70.61**	**479.38**	**1.32**	**45.19**	**9.80**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mobile source emissions conservatively do not account for pass-by trips.
2. Incorporates implementation of electric landscape equipment and prohibition of natural gas and wood burning fireplaces pursuant to MM AQ-4 and MM AQ-5.
3. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3.
4. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1. Refer to Appendix D1for model outputs.

Overlapping Emissions (Phase 2 Construction + Phase 1 Operations)

As the Project would be constructed in phases, Phase 1 has the potential to be operational during Phase 2 construction. The overlapping emissions of Phase 1 operations and Phase 2 construction are shown in **Table 4.2-14**, which shows that total mitigated overlapping emissions would exceed SCAQMD thresholds for ROG, NO_X, and CO. The majority of the Project's emission exceedances are from mobile sources and cannot feasibly be reduced below the SCAQMD thresholds. Emissions from motor vehicles are controlled by state and federal standards over which the Project has no control. However, numerous mitigation measures have been included to reduce emissions to the maximum extent feasible.

Mitigation Measures **MM AQ-1** through **AQ-13** would be implemented. **Table 4.2-16** shows that despite the implementation of mitigation measures, ROG, NO_X, and CO emissions would remain above the SCAQMD's thresholds; therefore, impacts from potential overlapping emissions from Phase 2 construction and Phase 1 operations would be significant and unavoidable.

Table 4.2-16
CONSTRUCTION EMISSIONS (PHASE 2) + OPERATIONS (PHASE 1)

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
CONSTRUCTION EMISSIONS (PHASE 2) + OPERATIONS (PHASE 1)						
Unmitigated Emissions[1]						
Year 2026	4.12	61.90	54.81	0.28	14.04	5.49
Year 2027	4.09	16.83	63.59	0.05	11.30	2.98
Year 2028	70.24	17.53	70.51	0.06	13.22	3.41
Maximum Construction Emissions	**70.24**	**61.90**	**70.51**	**0.28**	**14.04**	**5.49**
Area Source Emissions	94.37	5.37	137.92	0.03	0.51	0.56
Energy Emissions	0.83	14.96	12.04	0.09	1.14	1.14
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars[3]	85.81	74.11	752.01	1.71	60.93	11.56
Off-Road Emissions[4]	7.30	68.56	116.80	0.17	3.32	3.05
Emergency Generators	6.91	49.21	20.80	0.08	1.39	1.39
Total Operations Emissions	**197.04**	**299.19**	**1,073.90**	**2.92**	**82.17**	**22.02**
TOTAL CONSTRUCTION + OPERATIONS	**267.28**	**361.09**	**1,144.41**	**3.20**	**96.21**	**27.51**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**
Mitigated Emissions[2]						
Year 2026	4.12	61.90	54.81	0.28	14.04	5.49
Year 2027	4.09	16.83	63.59	0.05	11.30	2.98
Year 2028	23.44	17.53	70.51	0.06	13.22	3.41
Maximum Construction Emissions	**23.44**	**61.90**	**70.51**	**0.28**	**14.04**	**5.49**
Area Source Emissions[5]	73.28	4.20	1.79	0.03	0.34	0.34
Energy Emissions[7]	0.75	13.66	11.47	0.08	1.04	1.04
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars[3,6]	83.56	72.15	730.27	1.66	59.15	11.23
Off-Road Emissions[4]	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators[4]	0.49	32.08	20.80	0.08	0.47	0.47
Total Operations Emissions	**159.90**	**209.05**	**798.66**	**2.69**	**75.87**	**17.38**
TOTAL CONSTRUCTION + OPERATIONS	**183.35**	**270.95**	**869.18**	**2.96**	**89.91**	**22.88**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.
2. Mitigation includes the incorporation of MM AQ-1 which requires the use of Tier 4 construction equipment and MM AQ-2 which requires the use of "Super-Compliant" low VOC paints.
3. Mobile source emissions conservatively do not account for pass-by trips.
4. Unmitigated emissions assume diesel off-road equipment (i.e., forklifts and yard trucks). Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to MM AQ-11.
5. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to MM AQ-4 and MM AQ-5.
6. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3.
7. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.

Source: CalEEMod version 2022.1.1. Refer to Appendix A for model outputs.

Project Buildout (Phase 1 Operation + Phase 2 Operation)

Long-term operational emissions attributable to the total project are summarized in **Table 4.2-17**. As indicated in the table, total operational emissions for the Project at buildout would exceed SCAQMD thresholds for ROG, NOX and CO. The majority of the Project's emission exceedances are from mobile sources and cannot feasibly be reduced below the SCAQMD threshold because emissions from motor vehicles are controlled by state and federal standards over which the Project has no control.

Table 4.2-17
PROJECT BUILDOUT OPERATIONAL EMISSIONS

Source	Emissions (Maximum Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
OPERATIONS (PHASE 1 + PHASE 2)						
Unmitigated Emissions						
Area Source Emissions	129.98	18.56	205.94	0.12	1.56	1.62
Energy Emissions	1.12	20.07	14.74	0.12	1.55	1.55
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars[1]	148.55	128.44	1,231.65	2.94	105.49	20.12
Off-Road Emissions[2]	7.30	68.56	116.80	0.17	3.32	3.05
Emergency Generators	6.91	49.21	20.80	0.08	1.39	1.39
Total Emissions	**295.67**	**353.25**	**1,418.32**	**4.16**	**126.63**	**30.42**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**
Mitigated Emissions						
Area Source Emissions[3]	102.52	16.81	7.15	0.11	1.36	1.36
Energy Emissions[5]	1.02	18.25	13.94	0.11	1.40	1.40
Mobile – Trucks	1.82	86.97	34.33	0.84	14.88	4.31
Mobile – Passenger Cars[1,4]	145.25	125.56	1,201.82	2.87	102.95	19.64
Off-Road Emissions[2]	0.00	0.00	0.00	0.00	0.00	0.00
Emergency Generators[2]	0.49	32.08	20.80	0.08	0.47	0.47
Total Emissions	**251.10**	**262.86**	**1,270.89**	**3.91**	**119.70**	**25.82**
SCAQMD Threshold	***55***	***55***	***550***	***150***	***150***	***55***

Exceeds Threshold?	Yes	Yes	Yes	No	No	No

ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less
1. Mobile source emissions conservatively do not account for pass-by trips.
2. Unmitigated emissions assume diesel off-road equipment (i.e., forklifts and yard trucks). Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to MM AQ-11.
3. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to MM AQ-4 and MM AQ-5.
4. Incorporates implementation of a Transportation Demand Management (TDM) program pursuant to MM AQ-3.
5. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Level of Significance Before Mitigation: Potentially significant.

B.3 Mitigation Measures

MM AQ-1 through MM AQ-13 apply.

B.4 Level of Significance After Mitigation

With implementation of **MM AQ-1** through **MM AQ-13**, impacts would still remain **significant and unavoidable.** No additional feasible mitigation measures are available that can reduce impacts to less than significant.

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

Under the City's local significance threshold, the project would have significant effects if:

- The project would exceed the SCAQMD Localized Significance Thresholds (LST) which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities;
- The project would create a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker.
- The project emissions would contribute traffic volumes to an intersection in the vicinity of the project site which exceeds 100,000 vehicles per hour.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans Policies and Programs (PPPs)

PPP 4.2-1 through **PPP 4.2-13** apply.

Project Design Features (PDFs)

PDF 4.2-1 to **PDF 4.2-12** apply.

C.2 Impact Analysis

The analysis for impacts to sensitive receptors is addressed at both a local level and a site specific level described as follows:

- Localized Level: Source Receptor Area 23 includes Jurupa and Riverside.
- Site Specific Level: Project site and its immediate surroundings.

Localized Construction Impacts (Criteria Pollutants)

The Project is a Specific Plan, and no development proposals are included at this time. Buildout of the Specific Plan would occur in two phases over several years. For analysis purposes, construction phases were modeled starting in 2023[16] for Phase 1 and 2026 for Phase 2. The nearest receptors are adjacent residences to the south of the Project site and a residential building within the Project boundary. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative (I-4). SCAQMD staff prepared the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions. It should be noted that LSTs were developed for small typical projects and generally are not applicable to regional projects, such as the proposed Project. Notwithstanding, LSTs were conservatively applied in this analysis (Kimley-Horn, 2023a, p. 45).

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.2-17** was used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is Metropolitan Riverside (SRA 23), since this area includes the Project. LSTs apply to NO_2, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres. CalEEMod construction modeling for Phase 1 and Phase 2 anticipates that both phases will use similar equipment. Project construction during both Phase 1 and Phase 2 is anticipated to disturb a maximum of 4 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1, 2, and 5 acres and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were determined by interpolation.

Table 4.2-18
EQUIPMENT-SPECIFIC GRADING RATES

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Phase 1 Grading	Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2.0
	Total Acres Graded per Day				4.0
Phase 2 Grading	Tractors	2	0.5	8	1.0

[16] Emissions in future years (i.e., due to a later construction start date or operational opening year) would be lower due to phased-in emissions standards, inspection and maintenance requirements, and fleet turnover).

	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2.0
	Total Acres Graded per Day				4.0

Source: CalEEMod version 2022.1.1.6. Refer to Appendix D1 for model outputs.

Phase 1

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptor to the Phase 1 construction area is a residential building adjacent to the south of the Project boundary. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, 25-meter LSTs for receptors located adjacent to the construction zone were utilized in this analysis. **Table 4.2-19** presents the results of the unmitigated localized emissions analysis during each construction activity during Phase 1 after incorporating the mitigation measures required for the regional criteria pollutant emissions. In addition, building construction and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. **Table 4.2-19** shows that emissions of these pollutants on the peak day of Phase 1 construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-19
LOCALIZED SIGNIFICANCE OF PHASE 1 CONSTRUCTION EMISSIONS (MAXIMUM POUNDS PER DAY)

Construction Activity[1]	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Demolition (2023)	27.34	23.49	1.20	1.10
Demolition (2024)	24.89	21.74	1.06	0.98
Site Preparation (2024)	35.95	32.93	9.27	5.41
Grading (2024)	34.29	30.17	5.11	2.77
Paving (2024)	7.81	10.03	0.39	0.36
Building Construction (2024)	11.22	13.12	0.50	0.46
Building Construction (2025)	10.44	13.04	0.43	0.40
Architectural Coating (2025)	0.88	1.14	0.03	0.03
Combined Building Construction and Architectural Coating (2025)	11.33	14.18	0.46	0.42
Maximum	*35.95*	*32.93*	*9.27*	*5.41*
SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 25 meters)	*237*	*1,346*	*11*	*7*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.

Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

Phase 2

The nearest sensitive receptor to the Phase 2 construction area is a residential building adjacent to the south of the Project boundary. **Table 4.2-20** presents the results of the localized emissions analysis during each construction activity during Phase 2. In addition, building construction and architectural coating emissions were also combined since these phases of construction are anticipated to overlap. **Table 4.2-20** shows that unmitigated localized emissions of these pollutants on the peak day of Phase 2 construction would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-20
LOCALIZED SIGNIFICANCE OF PHASE 2 CONSTRUCTION EMISSIONS (MAXIMUM POUNDS PER DAY)

Construction Activity[1]	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Grading (2026)	27.23	27.57	4.78	2.47
Paving (2026)	7.12	9.94	0.32	0.29
Building Construction (2026)	9.85	12.97	0.38	0.35
Building Construction (2027)	9.39	12.94	0.34	0.31
Building Construction (2028)	8.92	12.94	0.30	0.28
Architectural Coating (2028)	0.81	1.12	0.02	0.01
Combined Building Construction and Architectural Coating (2028)	9.73	14.05	0.32	0.29
Maximum	*27.23*	*27.57*	*4.78*	*2.47*
SCAQMD Localized Screening Threshold (adjusted for 4.0 acres at 25 meters)	*237*	*1,346*	*11*	*7*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment.

Source: CalEEMod version 2022.1.1. Refer to Appendix D1 for model outputs.

As shown in **Table 4.2-19** and **Table 4.2-20**, construction emissions for Phase 1 and Phase 2 of the Project are below SCAQMD LSTs with implementation of mitigation measures prescribed for regional criteria pollutant emissions. Impacts would be **less than significant**.

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes warehouses, the operational phase LST protocol is conservatively applied to both the area source and a portion of the mobile source emissions for both Phase 1 operations and Phase 2 operations. It should be noted that LSTs were developed for small typical projects and generally are not applicable to regional projects, such as the proposed Project.[17] Notwithstanding, LSTs were conservatively applied in this analysis. The SCAQMD recommends that projects which exceed the LST emission levels found in the

[17] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, July 2008.

LST lookup tables conduct air dispersion modeling to demonstrate that pollutant concentrations are below localized significance levels (Kimley-Horn, 2023a, p. 48).[18]

Phase 1

LST thresholds for receptors located at 25 meters or less in SRA 23 were utilized in this analysis for Phase 1 operations because the closest receptor to the Phase 1 area is a residential building to the south of the Project boundary. Although the Phase 1 area of the Project site is approximately 178 acres, the 5-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site.

Table 4.2-21 shows the results of the Phase 1 operations LST analysis. The analysis only includes onsite sources. However, the CalEEMod model outputs do not separate on- and offsite emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 4.2-21** conservatively include all onsite project-related stationary sources and three percent of the Phase 1-related mobile sources, since a portion of mobile sources could include trucks idling onsite[19]. It should be noted that analysis incorporated mitigation measures prescribed for the regional criteria pollutant emissions. Mitigated maximum daily emissions of these pollutants during Phase 1 operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Table 4.2-21
LOCALIZED SIGNIFICANCE OF PHASE 1 OPERATIONAL EMISSIONS (MAXIMUM POUNDS PER DAY)

Activity	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions[1,2,3,4]	52.55	35.09	2.29	1.98
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	No

Notes:
1. Includes all onsite and three percent of mobile source emissions.
2. Mitigated emissions include operation of electric forklifts and yard trucks, as well as Tier 4 certified standard emergency generators, pursuant to **MM AQ-11**.
3. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to **MM AQ-4 and MM AQ-5**.
4. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1.6. Refer to Appendix D1 for model outputs.

Phase 2

LST thresholds for receptors located at 25 meters or less in SRA 23 were utilized in this Phase 2 operations analysis because the closest receptors to the Phase 2 area are located adjacent to the south of the Project boundary. Although the Phase 2 area of the Project site is approximately 70 acres, the

[18] South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Page 3-1, July 2008.
[19] The on-site one-way trip length is conservatively anticipated to be up to one mile, which is approximately three percent of the 33.2-mile truck trip length modeled in CalEEMod.

5-acre LST threshold was conservatively used for the Project, as the LSTs increase with the size of the site due to dispersion over a greater area.

For a worst-case scenario assessment, the mitigated emissions shown in **Table 4.2-21** conservatively include all onsite project-related stationary sources and three percent of the Phase 2-related mobile sources, since a portion of mobile sources could include trucks idling onsite[20]. It should be noted that the analysis incorporated mitigation measures prescribed for the regional criteria pollutant emissions. **Table 4.2-21** shows that the maximum daily emissions of these pollutants during Phase 2 operations would not result in significant concentrations of pollutants at nearby sensitive receptors (Kimley-Horn, 2023a, p. 49).

Table 4.2-22
LOCALIZED SIGNIFICANCE OF PHASE 2 OPERATIONAL EMISSIONS (MAXIMUM POUNDS PER DAY)

Activity	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions[1,2,3,]	17.20	7.83	1.38	1.38
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	No

Notes:
1. Includes all on-site and three percent of mobile source emissions.
2. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to **MM AQ-4** and **MM AQ-5**.
3. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1.6. Refer to **Appendix D1** for model outputs.

Project Buildout (Phase 1 Operations Plus Phase 2 Operations)

Table 4.2-19 and **Table 4.2-20** show that emissions for Phase 1 and Phase 2 individually do not exceed operational LSTs. **Table 4.2-21** shows the combined mitigated operational emissions for the entire project. **Table 4.2-22,** *Localized Significance of Operational Emissions at Project Buildout* shows the combined mitigated operational emissions for the entire Project. For project buildout, the nearest receptors are located adjacent to the south of the Project boundary. As noted above, LSTs are screening thresholds and are therefore conservative. The operational LST acreage is based on a maximum 5-acre site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used as a screening evaluation. Project operations would occur over an approximately 248.3-acre site. Therefore, on-site emissions would disperse over a larger area, which would decrease the concentrations.

20 Ibid.

Table 4.2-23
LOCALIZED SIGNIFICANCE OF OPERATIONAL EMISSIONS AT PROJECT BUILDOUT (MAXIMUM POUNDS PER DAY)

Activity	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions[1,2,3,4]	69.75	42.92	3.68	3.36
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 25 meters)	270	1,577	4	2
Exceed SCAQMD Threshold?	No	No	No	Yes

Notes:
1. Includes all on-site and three percent of mobile source emissions.
2. Mitigated emissions include operation of electric forklifts and yard trucks pursuant to MM AQ-11.
3. Incorporates implementation of electric landscape equipment and prohibition of fireplaces pursuant to MM AQ-4 and MM AQ-5.
4. Mitigation includes the incorporation of MM AQ-13 which prohibits natural gas use in residential structures.
Source: CalEEMod version 2022.1.1.6. Refer to Appendix D1 for model outputs.

As shown in **Table 4.2-22**, combined Phase 1 and Phase 2 operational emissions generated on-site by the Project would not exceed LSTs at the nearest sensitive receptors, with the exception of PM2.5. Therefore, $PM_{2.5}$ dispersion modeling has been conducted to determine if Project operations would result in significant $PM_{2.5}$ concentrations at nearby sensitive receptors in accordance with SCAQMD LST methodology. Localized construction emissions were estimated using the USEPA AERSCREEN model to determine the worst-case $PM_{2.5}$ concentrations. **Table 4.2-23**: Project Buildout Operational Dispersion Modeling shows on-site operational $PM_{2.5}$ emissions would not exceed the SCAQMD's 24-hour average $PM_{2.5}$ operational standard[21]. Therefore, the Project would result in a **less than significant** localized operational impact (Kimley-Horn, 2023a, p. 50).

Table 4.2-24
PROJECT BUILDOUT OPERATIONAL DISPERSION MODELING

Emissions Source	$PM_{2.5}$ (24-hour) ($\mu g/m^3$)
Phase 1 Operations	0.0193
Phase 2 Operations	0.0327
Total Concentration	*0.0520*
Threshold[1]	2.5
Threshold Exceeded?	**No**

1. The $PM_{2.5}$ threshold is from South Coast Air Quality Management District, *Air Quality Significance Thresholds*, April 2019. The $PM_{2.5}$ threshold is an incremental threshold; therefore, the incremental concentration without background is compared to the threshold.

Source: USEPA AERSCREEN. Refer to Appendix D1 for model outputs. Kimley-Horn, 2023a.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a

[21] South Coast Air Quality Management District, *Air Quality Significance Thresholds*, April 2019.

maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 39,402 additional vehicle trips attributable to the Project and distributed throughout the roadway network. Therefore, impacts would be less than significant.

Toxic Air Contaminant Impact Analysis

The primary source of Toxic Air Contaminants (TAC) generated by the Project would be from Diesel Particulate Matter (DPM) as a result of heavy-duty diesel trucks accessing the site. OEHHA. CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles. Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children.

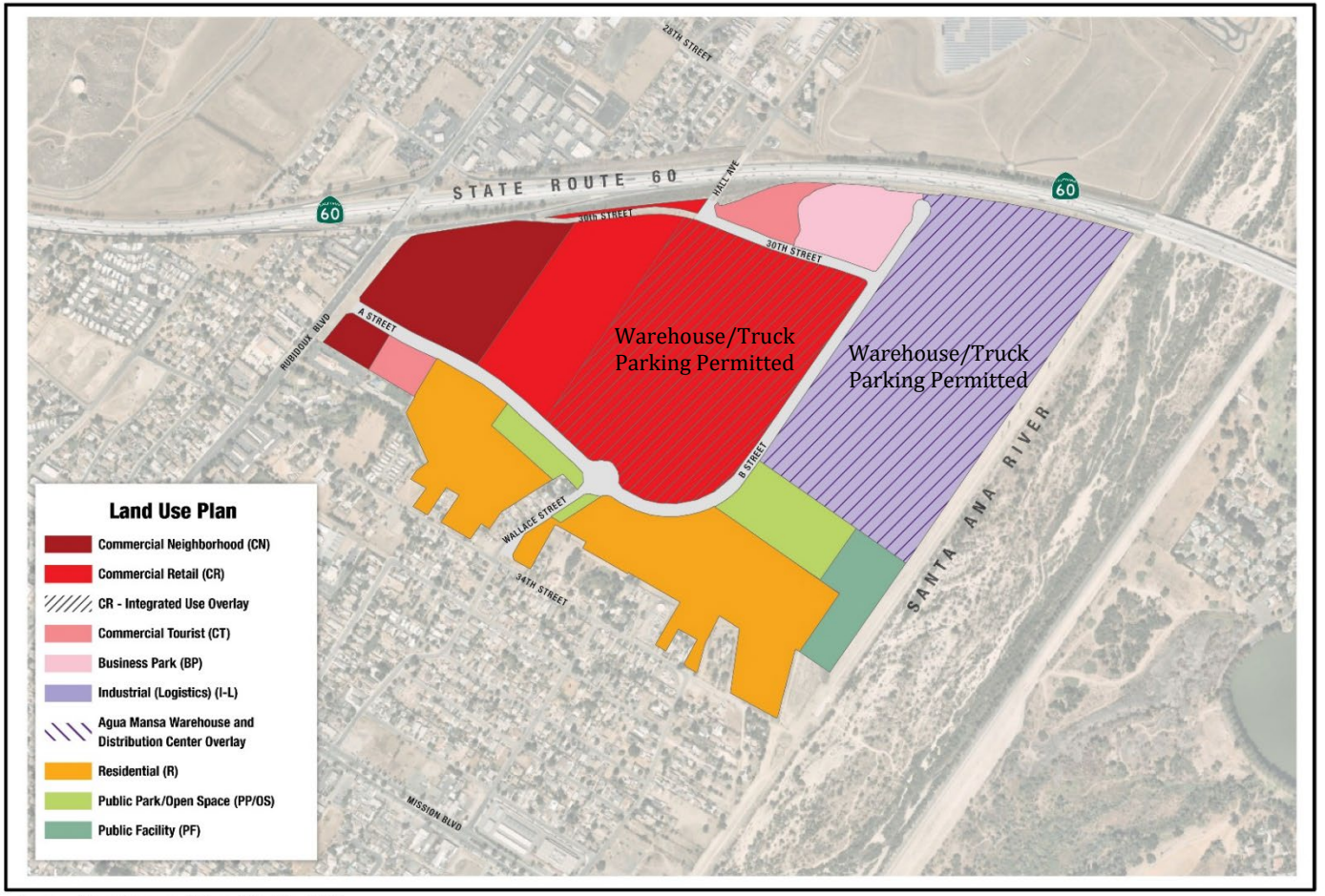
Diesel Particulate Matter (DPM) Generating Land Uses

The following uses are allowed in the Industrial-Logistics(I-L) and Commercial-Retail (with Integrated Use), as shown in **Figure 3.4-1** and **Figure 4.2-2** below, subject to the approval of a Site Development Permit:

Trucking and Trailer Facilities: On-site trailer storage yard, or trailer parking lots and/or structures are permitted, provided the use is affiliated with and serves a principal use.[3]

Warehousing: Cold storage warehouse, Cross-Dock Facilities, E-Commerce (Internet Fulfillment), High-Cube Warehouse (See Note 1), Logistics Center, Parcel Delivery Services.

Figure 4.2-2
WAREHOUSE/TRUCK PARKING PERMITTED BY LAND USE PLAN



Source: City of Jurupa Valley, May 31, 2023.

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Industrial/Logistics

The Industrial/Logistics ("Industrial") Land Use Area is intended to provide a wide range of industrial uses including research and development; light manufacturing, assembly and processing of manufactured goods and materials; warehousing and distribution including e-commerce, high-cube logistics and cross-dock facilities. Ancillary uses include, office, employee services, and property management facilities. This Land Use implements and is consistent with the Light Industrial General Plan Land Use designation. The Agua Mansa Warehouse and Distribution Overlay Zone is applied to the Industrial Land Use Area of the Specific Plan. The Industrial Land Use Area is at the eastern portion of the Specific Plan boundary, adjacent to the Santa Ana River. The southern boundary of the Industrial Land Use Area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use Area to the south.

Commercial Retail

The Commercial Retail Land Use Area encourages regional shopping centers with large major anchor/big-box retail tenants supported by smaller retail establishments, grocery stores, restaurants, drug stores, entertainment, and personal service uses in multi-tenant buildings and/or freestanding commercial pads. The Commercial Retail General Land Use area would implement the Commercial Retail (CR) General Plan land use designation. The Commercial Retail Land Use area is located in the center of the Specific Plan area and serves as one of the commercial core areas for the Specific Plan. The area serves as a transition to commercial Neighborhood Land Use area. Primary access and identification signage for major retail tenants are located along Street A and integrated with adjacent Land Use areas through secondary access points. This land use designation allows a maximum floor area ratio (FAR) of 0.50.

Commercial Retail-Integrated Use Boundary

Commercial Retail - Integrated Use is a business or businesses that combine their business operations into a single building. A Commercial Retail-Integrated Use shall have a traditional "brick and mortar" retail showroom for display and sale of products to the public and shall include product assembly/light manufacturing, warehousing, customer pick-up and shipping/receiving. The retail showroom shall be a minimum of 10 percent of the total space/building occupied by the Use. The area dedicated to manufacturing, assembly and warehousing of the User's product will vary by the User and verification that these components are incorporated in the use/building will occur as part of the Site Development Permit. Where a building has been constructed for the Commercial Retail-Integrated Use pursuant to this section, that building may be subdivided or partitioned to allow for multiple businesses so long as those business are permitted under this Specific Plan and the size of the retail showroom of the original building is not reduced in size.

Need for Health Risk Assessment

It is standard City practice to require that DPM emissions from warehouse projects be assessed through a Health Risk Assessment. During the Notice of Preparation period for the EIR, the SCAQMD also recommended that because the Proposed Project generates diesel emissions from long-term construction and attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it was recommended that the City perform a mobile source health risk assessment to disclose the potential health risks**.** Accordingly, The purpose of the following analysis is to evaluate potential health risks associated with Toxic Air Contaminants (TAC) including Diesel Particulate Matter (DPM) resulting from the implementation of the proposed Project. This analysis was prepared in

accordance with the requirements of the South Coast Air Quality Management District (SCAQMD) and guidance from the Office of Environmental Health Hazard Assessment (OEHHA) to determine if health risks are likely to occur from the Project (**Appendix D2** of this DEIR).

Environmental Setting

Existing Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of TACs are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project site is mainly surrounded by residential and commercial land uses to the north, west, and south. Furthermore, there are scattered undeveloped land uses around the Project site mostly to the north, east, and southeast. Sensitive land uses nearest to the Project are shown in **Figure 4.2-3**, *Existing Sensitive Receptor Locations*. Descriptions of the existing sensitive receptors are found in **Table 4.2-25**.

Table 4.2-25
EXISTING SENSITIVE RECEPTOR LOCATIONS

	Receptor Description	Distance and Direction from the Project[1]
	Single-family residence	Within the Project boundary
	Single-family Residences	Adjacent to the south and southwest
	Life Church of God in Christ	South of the Project site
	Single-family Residences	110 feet to the northwest
	Ina Arbuckle Elementary School	470 feet to the southwest
	Mission Middle School	3,500 feet to the west
	Fairmount Park	2,300 feet to the east

Health Risk Analysis Thresholds

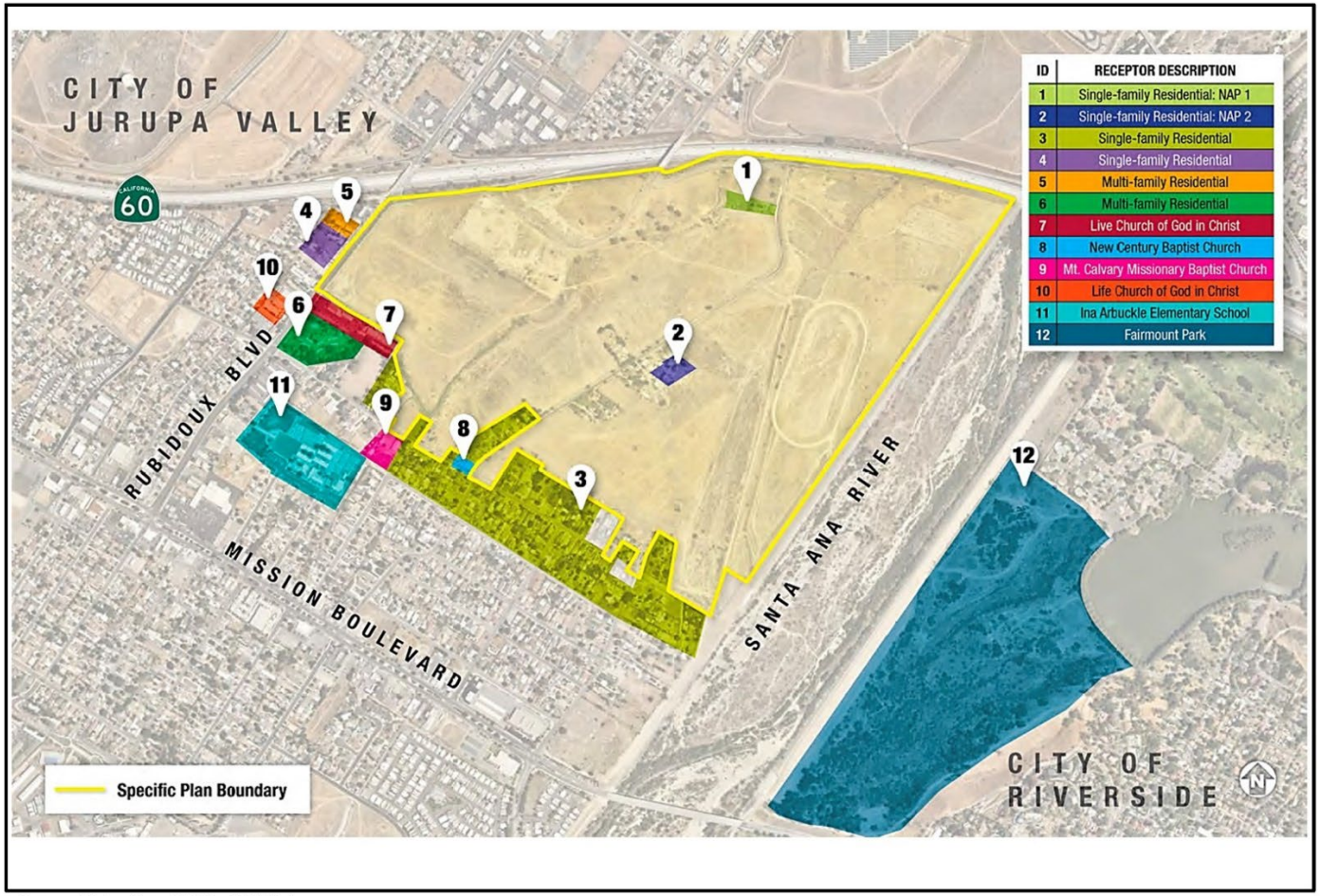
Project health risks are determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State CEQA Guidelines, the SCAQMD recommends that the following air pollution thresholds be used by lead agencies in determining whether the impacts from the Project are significant. If the lead agency finds that the Project has the potential to exceed the air pollution thresholds, the Project should be considered significant. The thresholds for air toxic emissions are as follows.

The SCAQMD's CEQA risk thresholds for toxic air contaminants are (SCAQMD, 2019):

- Maximum incremental cancer risk ≥ 10 in 1 million
- Maximum incremental chronic or acute hazard index ≥ 1.0

The hazard index is calculated by dividing the modeled pollutant concentration by a reference exposure level (REL) established by the California Office of Health Hazard Assessment (OEHHA). The REL for DPM is 5 micrograms per cubic meter and the target organ is the respiratory system (OEHHA, 2020).

Figure 4.2-3
EXISTING SENSITIVE RECEPTOR LOCATIONS



Source: Kimley Horn 2023b, Exhibit 4.

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Existing Sensitive Receptor Locations

Methodology

This analysis evaluates potential health risks associated with the emission of diesel particulate matter resulting from the implementation of the proposed Project. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. Operational activities would also include the use of heavy-duty diesel trucks. d less than significant.

Construction Sources

Construction would generate DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, paving, and other construction activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment were included in the analysis, although they are typically less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site potentially poses a health risk to nearby sensitive receptors. The closest sensitive receptors are within and immediately adjacent to the southwest of the Project site.

Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the Project site. Construction activities would limit idling to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Furthermore, even during the most intense period of construction, emissions of DPM would be generated from different locations on the Project Site rather than in a single location because different types of construction activities (e.g., site preparation and building construction) would not occur at the same place at the same time. Construction emissions rates for PM10 (DPM) were calculated from the CalEEMod construction emissions modeling conducted for the Project Air Quality Assessment. It is anticipated that Project construction would occur over two development phases (Phase 1 starting in 20238 and Phase 2 starting in 2026). The duration of construction activities for Phase 1 and Phase 2 are anticipated to occur less than three years for each phase. However, the analysis conservatively assumes a 3-year exposure duration for each phase.

Mobile Sources

The Project is located near existing residential uses. Due to the increased truck traffic from the Project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors. Average daily trips from truck traffic to the Project were obtained from the *Traffic Impact Analysis for District at Jurupa Valley in the City of Jurupa Valley* (Traffic Impact Analysis) prepared by Kimley-Horn (July 2022). An emission rate for PM10 (DPM) was calculated using trip data and a CARB 2021 EMission FACtor model (EMFAC)9 model run for Riverside County; refer to Appendix A. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was run for heavy-duty diesel vehicles traveling along off-site roads, circulating the Project site, and idling at proposed loading docks.

The Project's off-site truck route is along Hall Avenue, 26th Street, and Rubidoux Boulevard. Inbound/outbound trucks going to or coming from the north would utilize Hall Avenue and Market Street. On-site, inbound trucks would access the internal road (30th Street) via Frontage Road.

Outbound trucks would access SR-60 east via the internal road. This analysis evaluates concentrations at the receptors along these roadways. The concentrations at the closest receptors along Hall Avenue and Rubidoux Boulevard are representative of conditions along each of the off-site roadways described above. **Figures 4.2-4** and **4.2-5** Inbound and Outbound Truck Circulation plans, respectively.

Cancer Risk Analysis

Construction-related activities would result in Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors.

Operational Impacts

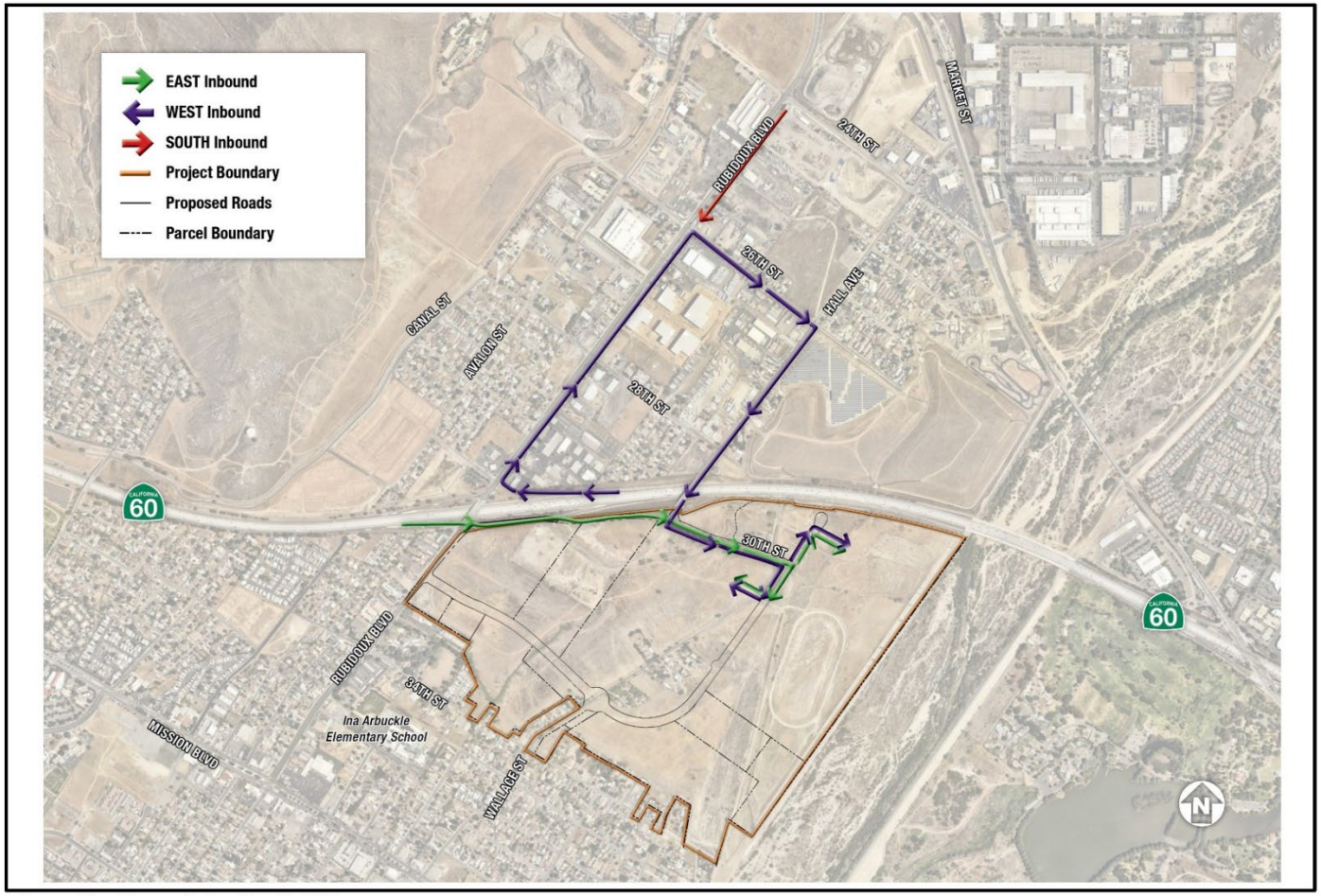
Mobile Sources

The Project is located near existing residential uses. Due to the increased truck traffic from the Project, the resulting emissions could result in pollutant concentrations at existing sensitive receptors. Average daily trips from truck traffic to the Project were obtained from the *Traffic Impact Analysis for District at Jurupa Valley in the City of Jurupa Valley* (Traffic Impact Analysis) prepared by Kimley-Horn (July 2022). An emission rate for PM10 (DPM) was calculated using trip data and a CARB 2021 EMission FACtor model (EMFAC)9 model run for Riverside County; refer to Appendix A. EMFAC generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of vehicle speed and type. The model was run for heavy-duty diesel vehicles traveling along off-site roads, circulating the Project site, and idling at proposed loading docks as depicted in Figure 3.2-5 Operational Truck Circulation Plan.

The Project's off-site truck route is along Hall Avenue, 26th Street, and Rubidoux Boulevard. Inbound/outbound trucks going to or coming from the north would utilize Hall Avenue and Market Street. On-site, inbound trucks would access the internal road (30th Street) via Frontage Road. Outbound trucks would access SR-60 east via the internal road (see **Figure 4.2-6**).

This analysis evaluates concentrations at the receptors along these roadways. The concentrations at the closest receptors along Hall Avenue and Rubidoux Boulevard are representative of conditions along each of the off-site roadways described above.

Figure 4.2-4
INBOUND TRUCK CIRCULATION PLAN



Source: City of Jurupa Valley, May 31, 2023.

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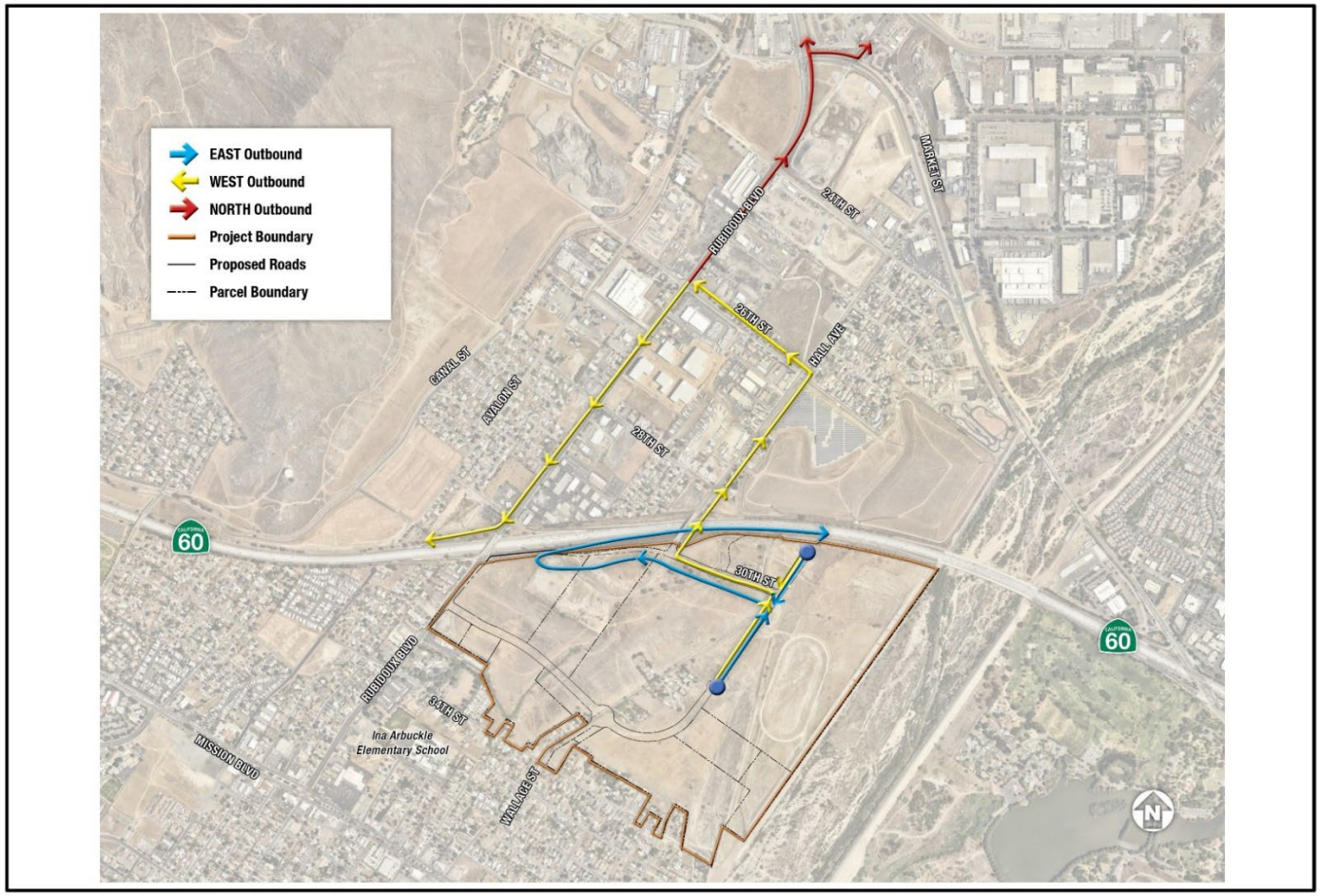
District at Jurupa Valley
Inbound
Truck Circulation Plan

Figure 4.2-5
OUTBOUND TRUCK CIRCULATION PLAN



Source: City of Jurupa Valley, May 31, 2023.

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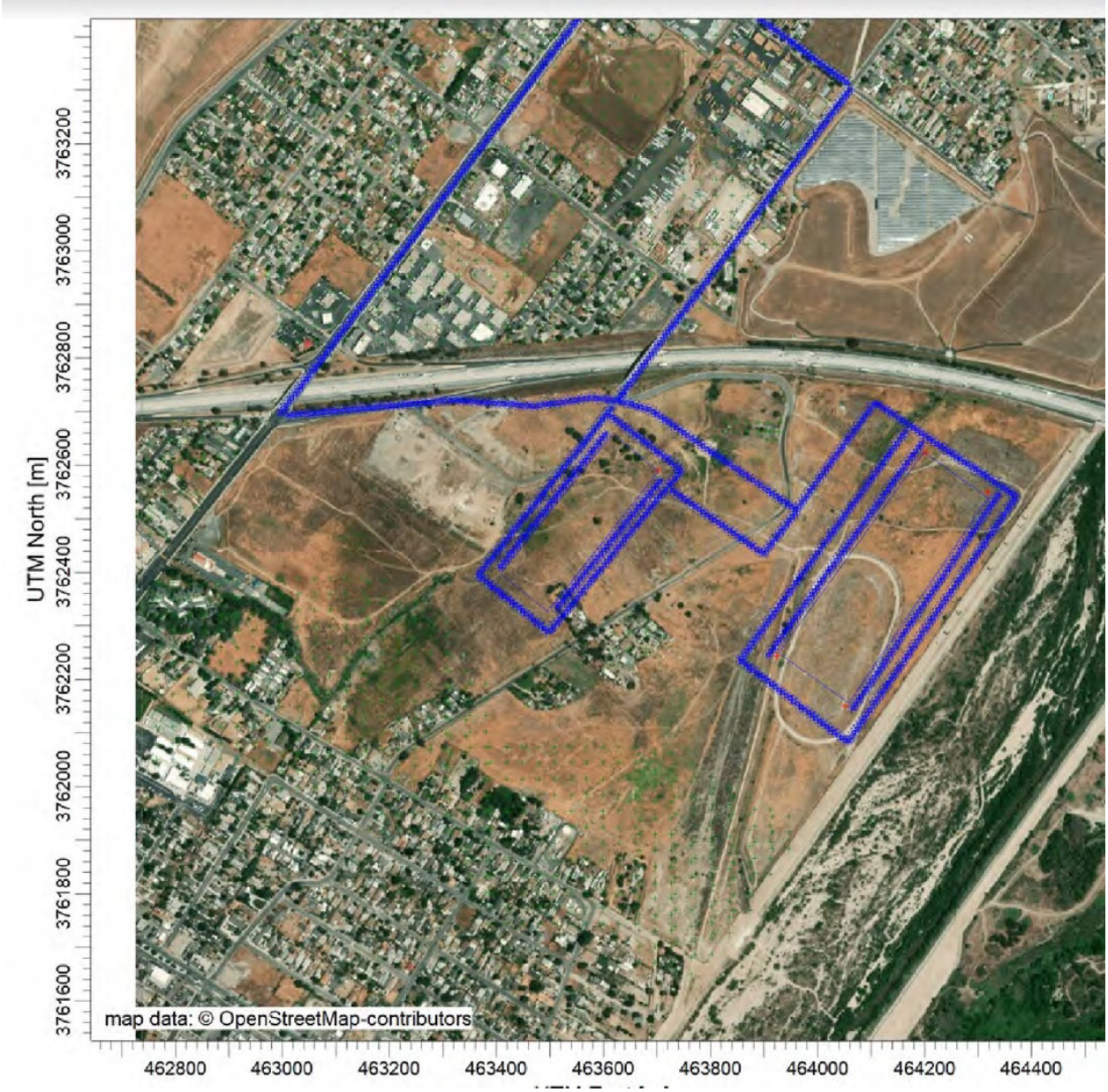
Outbound
Truck Circulation Plan

Figure 4.2-6
OPERATIONAL TRUCK CIRCULATION PLAN



Source: Kimley Horn, 2023b. Appendix A.

Health Risk Assessment Results

Tables 4.2-26 and **4.2-27** summarize the results of the health risk assessment (Kimley-Horn, 2023b).

Table 4.2-26
RESULTS OF CARCINOGENIC RISK ASSESSMENT

Exposure Scenario	Cancer Risk[1] per 10^6		Significance Threshold (Risk per 10^6)	Threshold Exceeded?
	Unmitigated	Mitigated[2]		
Residential Receptors – Along the northwest side of Rubidoux Boulevard, about 350 feet south of SR-60 ramps	9.73	1.80	10	No
Residential Receptors – along Wallace Street, about 660 feet north of 34th Street	23.6	1.55	10	No
Residential Receptors – along Hall Avenue, about 270 feet west of the roadway	31.4	1.49	10	No
Residential Receptor – Onsite receptors that would be constructed during Phase 1 and occupied during Phase 2 construction and Phase 1 operations	33.4	1.87	10	No

Source: Appendix D2, Kimley-Horn, 2023b, Table 4.
[1] The reported risk value is at the closed maximally exposed individual resident (MEIR) to the Project site for each area.
[2] Includes incorporation of **MM AQ-1** (Tier 4 construction equipment) and **MM AQ-11** (zero emission cargo handling equipment).

Table 4.2-27
RESULTS OF CHRONIC HAZARD ASSESSMENT

Scenario	Annual Concentration[1,2] ($\mu g/m^3$)	Chronic Hazard Index
Unmitigated Emissions	0.221	0.044
Mitigated Emissions	0.004	0.001
SCAQMD Threshold	N/A	1.0
Threshold Exceeded?	N/A	No

Source: Appendix D2, Kimley-Horn, 2023b, Table 5.
[1] The reported hazard index is for the closed maximally exposed individual resident (MEIR) to the Project site for each area.
[2] Includes incorporation of **MM AQ-1** (Tier 4 construction equipment) and **MM AQ-11** (zero emission cargo handling equipment).

Level of Significance Before Mitigation: Potentially significant.

C.3 Mitigation Measures

MM AQ-1 and **MM AQ-11** apply.

C.4 Level of Significance After Mitigation

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?

Screening Criteria: If the project is not any of the following, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

Under the City's local significance threshold, the project would have significant effects if: The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans Policies and Programs (PPPs)

PPP 4.2-1 through **PPP 4.2-13** apply.

Project Design Features (PDFs)

PDF-4.2-1 to **PDF-4.2-12** apply.

D.2 Impact Analysis

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be **less than significant.**

Operation

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the Project would not create objectionable odors.

Level of Significance Before Mitigation: Project impacts regarding odors would be less than significant and no mitigation is required.

D.3 Mitigation Measures

No mitigation is required.

D.4 Level of Significance After Mitigation

Impacts related to odors associated with the Project's construction-and operation would be less than significant and no mitigation is required.

Summary of Impacts

Table 4.2-27 summarizes the overall level of impacts as a result of construction and operations of the Project.

Table 4.2-28
SUMMARY OF AIR QUALITY IMPACTS

Phase	Maximum Pounds Per Day by Source					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
M= Mitigated **SU = Significant and Unavoidable**						
Construction						
Phase 1	M	M	M	M	M	M
Phase 2	M	M	M	M	M	M
Operations						
Phase 1	SU	SU	SU	M	M	M
Phase 2	SU	SU	M	M	M	M

Overlapping Scenario						
Construction Emissions (Phase 2) + Operations (Phase 1)	SU	SU	SU	M	M	M
Project Buildout Operational						
Operations (Phase 1) + (Phase 2)	SU	SU	SU	M	M	M

Source: The analysis in this EIR.

As shown in Table 4.2-28, the Project will exceed thresholds for ROG, NO_X and CO. Even with the implementation of all feasible mitigation measures as described below and mandatory compliance with SCAQMD rules and regulations, impacts are significant and unavoidable.

4.2.7 Cumulative Impacts

The geographic area for this analysis is the SCAB. As shown on **Table 4.2-2**, the Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM_{10} and $PM_{2.5}$. The SCAQMD guidance for determining a project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project specific impacts. Therefore, individual projects that do not generate construction or operations emissions that exceed the SCAQMD's daily thresholds for project specific impacts would not cause cumulatively considerable increase in emissions. Conversely, projects that do generate construction or operations emissions that exceed the SCAQMD's daily thresholds for project specific impacts would cause cumulatively considerable increase in emissions. [22]

Construction

The Project would contribute criteria pollutants to the area during construction of the Project. As discussed under threshold b), the Project is a Specific Plan that would consist of individual smaller development projects and specific development projects are not proposed at this time. Construction and operation of the planning areas would be project-specific and future development would be subject to project-specific City discretionary review and approval. 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 SCAQMD's standard construction measures. After mitigation, the proposed Project's short-term construction emissions of each phase would not exceed the significance thresholds. Therefore, it would not have a significant short-term cumulative air quality impact if the phases were constructed separately.

Table 4.2-14 shows that despite implementation of mitigation measures, the overlapping emissions of Phase 1 operations and Phase 2 construction would exceed SCAQMD thresholds for ROG, NO_X, and

[22] South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, August 2003.

CO. Therefore, Phase 2 construction emissions when overlapped with Phase 1 operations, would be cumulatively considerable but short-term during the Phase 2 construction.

Operations

As discussed under Threshold b), project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings.

The Project would not be consistent with South Coast AQMD's 2022 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 2022 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. As presented under thresholds b, 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 NO_X. Therefore, the air pollutant emissions associated with the Project would be cumulatively considerable and, therefore, **significant and unavoidable**.

As discussed, and shown under thresholds a and b above, Phase 1 operational emissions would remain above the SCAQMD's thresholds for ROG, NO_X and CO. Phase 2 operational emissions would remain above the SCAQMD's thresholds for ROG. Therefore, impacts would be significant and unavoidable and the air pollutant emissions associated with the Project Phase I and Phase II operations would be cumulatively considerable.

Project Buildout (Phase 1 Operation + Phase 2 Operation)

Long-term operational emissions attributable to the total project are summarized in **Table 4.2-15**. As indicated in the table, total operational emissions for the Project at buildout would exceed SCAQMD thresholds for ROG, NO_X and CO. The majority of the Project's emission exceedances are from mobile sources and cannot feasibly be reduced below the SCAQMD threshold. Emissions from motor vehicles are controlled by state and federal standards over which the Project has no control. Although, numerous mitigation measures have been included to reduce emissions to the maximum extent feasible, ROG, NO_X and CO emissions under full project buildout would remain above the SCAQMD's thresholds; therefore, impacts would be significant and unavoidable and thus cumulatively considerable.

For project buildout, the nearest receptors are a residential building within the Project boundary and adjacent residences to the south of the Project site. As shown in **Table 4.2-22**, combined Phase 1 and Phase 2 operational emissions generated onsite by the Project would not exceed the LSTs at the nearest sensitive receptors. Therefore, impacts associated with localized operational emissions during project buildout would be **less than significant** and would not be cumulatively considerable.

Health Effects

Due to the uncertainty in the relationship between project-level mass emissions and regional ozone formation as well as limitations with currently available technical tools, the resulting health effects associated with the Project cannot be identified. CEQA does not allow speculative findings; therefore,

no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.

The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. Impacts concerning CO hotspots would be less than significant. Also, the Project does not generate anywhere near 6,620 pounds per day of NO_X or 89,190 pounds per day of ROG (VOC) emissions, which SCAQMD stated was a large enough emission to quantify O_3-related health impacts. The Project's emissions are not sufficiently high enough to use regional modeling program to correlate health effects on a basin-wide level. As seen in the HRA results tables, estimated cancer and noncancer risks due to the Project are below the SCAQMD's significance thresholds and no mitigation for air toxics health risk is necessary. Therefore, impacts regarding health effects would be less than significant and would also not be cumulatively considerable.

Odors

Mandatory compliance with applicable regulatory requirements (e.g., SCAQMD 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 would not include any of the land uses that have been identified by the SCAQMD as odor sources and this the Project would not create objectionable odors. The Project and cumulative developments in the surrounding areas would all also be required to comply with SCAQMD Rule 402, which would ensure that long-term operational odor impacts would be less than cumulatively-considerable.

4.3 Biological Resources

The following discussion addresses existing environmental conditions related to biological resources within the Project study area. Additionally, existing laws, regulations and standards relevant to biological resources are described. The information presented in this section and used for this analysis is based on the following technical studies:

- Biological Technical Report for The District at Jurupa Valley Project Site, Jurupa Valley, California (RECON, 2023a). Completed by RECON Environmental, Inc. on June 13, 2023; a complete copy of this report is included as **Appendix D3** to this DEIR.

- Burrowing Owl Focused Survey Results for The District at Jurupa Valley Project (RECON, 2022). Completed by RECON Environmental, Inc. on September 27, 2022; a complete copy of this report is included as **Appendix D4** to this DEIR.

- Aquatic Resource Delineation Report for the District at Jurupa Valley Project Site (RECON, 2023b). Completed by RECON Environmental, Inc. on June 9, 2023. A complete copy of this report is included as **Appendix D5** to this DEIR.

- The District at Jurupa Valley Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (ELMT and Bruyea, 2023). Prepared by ELMT Consulting, Inc. and Bruyea Biological Consulting on June 13, 2023. A complete copy of this report is included as **Appendix D6** to this DEIR.

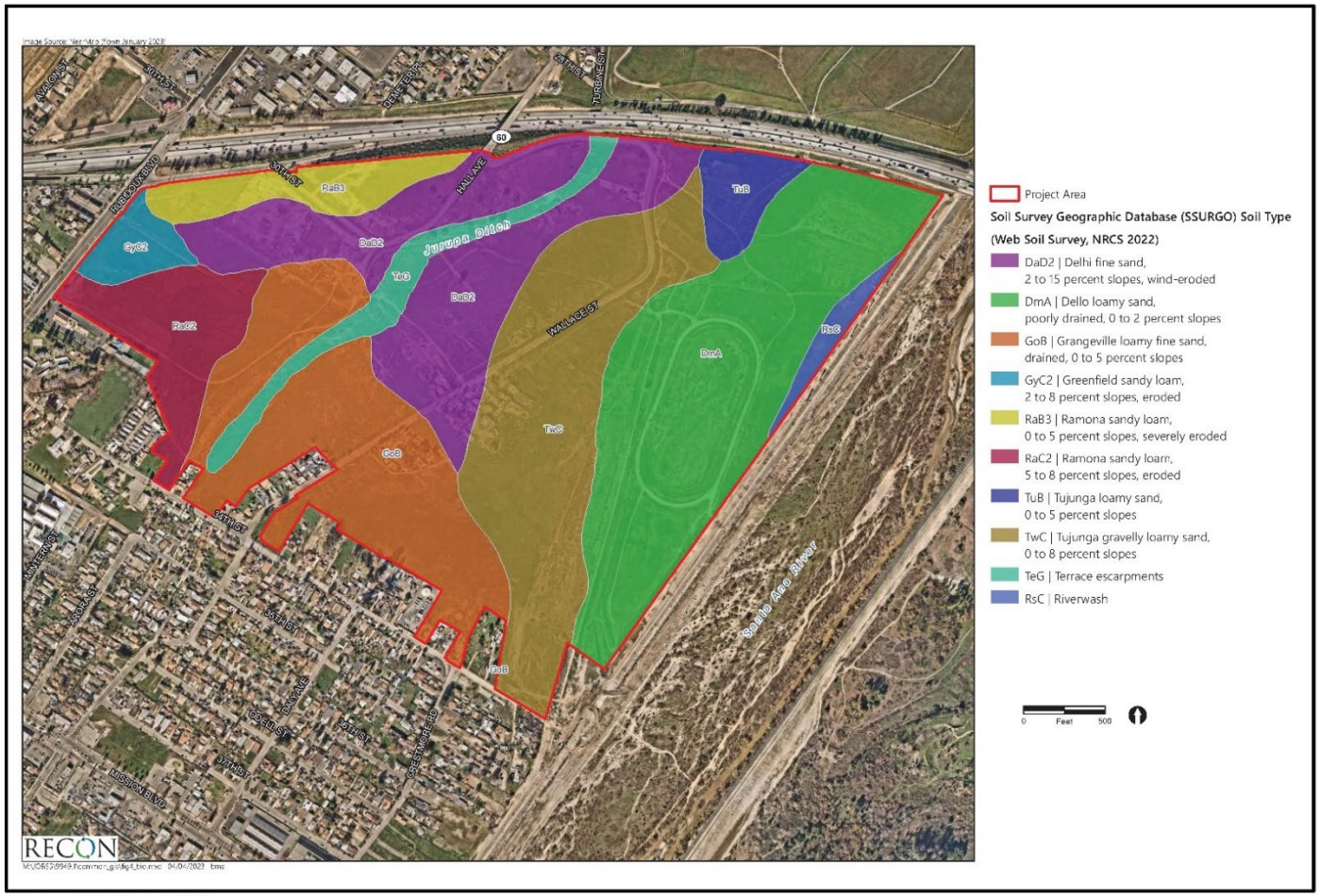
4.3.1 Existing Conditions

The Project is located within the City of Jurupa Valley in the County of Riverside, California. The Project area is located within a portion of the Jurupa (Rubidoux) Land Grant area on the U.S. Geological Survey (USGS) 7.5-minute topographical maps Fontana and Riverside West, California quadrangles. The Project lies to the south of State Route 60 (SR-60), north of 34th Street, east of Rubidoux Boulevard, and west of the Santa Ana River. The Project is located at approximately 34.0 decimal degrees latitude and -117.39 decimal degrees longitude.

Topography and Soils

A total of eight soil types are mapped within the Project site by the U.S. Department of Agriculture: Delhi fine sand, Dello loamy sand, Grangeville loamy fine sand, Greenfield sandy loam, Ramona sandy loam, Tujunga loamy sand and gravelly loamy sand, terrace escarpments, and riverwash. See **Figure 4.3-1**. Three of these soil types appear on the hydric soils list when special conditions exist, Delhi fine sand, Dello loamy sand, and riverwash; however, none of these special conditions are present on-site and thus no hydric soils are considered to be present (see RECON, 2023a for a more detailed discussion). Delhi fine sand soil series is identified as the soil type associated with the Delhi sands flower-loving fly (RECON, 2023a, p. 9).

Figure 4.3-1
SOILS MAP



Source: RECON, April 2023.

District at Jurupa Valley
Soil Types

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Land Cover Types

The majority of the Project area has been cleared and is devoid of significant vegetation. Areas that have the most vegetation are associated with the lower portion of the Jurupa Ditch and the plant species are comprised of predominantly non-native annual and perennial species (RECON, 2023a; p. 6). Three vegetation communities/land cover types were observed: disturbed land; disturbed riparian; and developed land (RECON, 2023a; p. 11). See **Figure 4.3-2**.

Disturbed Land

Disturbed land occurs throughout almost the entirety of the Project area. The majority of these areas appear to have been historically graded and/or developed and show signs of being recently mowed or disked. Currently, there is low overall vegetation cover consisting mostly of bare ground, nonnative weeds, and scattered trees. Historic aerials indicate that the property has been subject to a variety of past land uses including livestock paddocks, horse racing, irrigated agriculture, residential, flood control, and dumping. Dominant plant species vary between areas of the disturbed land but include short-pod mustard (*Hirschfeldia incana*), tumbleweed (*Salsola tragus*), prickly lettuce (*Lactuca serriola*), telegraph weed (*Heterotheca grandiflora*), tocalote (*Centaurea melitensis*), and non-native grasses. Several medium to large trees can be found either individually or in small stands scattered throughout the Project area. These trees are comprised of a mix of both native and non-native species such as Fremont cottonwood (*Populus fremontii* ssp. *fremontii*) and Athel (*Tamarix aphylla*); (RECON, 2023a, p. 11).

Disturbed Riparian

A small strip of disturbed riparian vegetation occurs along the southern portion of the Jurupa Ditch. This vegetation is primarily composed of non-native plant species such as giant reed (*Arundo donax*) and castor bean (*Ricinus communis*), with native species such as arroyo willow (*Salix laevigata*) and patches of desert wild grape (*Vitis girdiana*). This vegetation is managed along the Jurupa Ditch as evidenced by cut back shrubs and grubbing, and would normally be dominated by native species without vegetation management (RECON, 2023a, p. 11).

Developed Land

Developed land (identified in the MSHCP as residential/urban/exotic) within the Project area consists of existing paved roads and a private residence. Vegetation within the developed land consists of ornamental and exotic species associated with the four residences (RECON, 2023a, p. 11).

Figure 4.3-2
VEGETATION COMMUNITIES AND LAND COVER TYPES



Sources: Recon, April 2023.

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District at Jurupa Valley
Vegetation Communities and Land Cover Types

The Project is located within the Jurupa Plan Area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A portion of Criteria Cell 187 and Subunit 1-Santa Ana River North is located onsite and continues off-site to the southeast along the Santa Ana River. The Project area is also adjacent to Public/Quasi-Public Conserved Lands designated along the Santa Ana River to the southeast. In order to comply with the requirements of the MSHCP, a Local Development Mitigation Fee is required for the total acreage of project impacts (RECON, 2023a; p. 6).

4.3.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for local public review on March 31, 2022 with the comment period ending on April 29, 2022 and State Clearinghouse Review beginning on April 1, 2022 with the comment period ending April 30, 2022. An EIR Scoping Meeting was held on April 20, 2022. No comments related to biological resources were received.

4.3.3 Regulatory Framework

Federal

Clean Water Act (CWA)

The Clean Water Act (CWA) regulates project activities within waters of the U.S., including wetlands. Wetlands are defined by the CWA as:

> "*…those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions"* (Environmental Protection Agency [EPA], 40 Code of Federal Regulations [CFR] 230.3 and, 33 CFR 328.3).

Wetlands are delineated using three parameters, which include hydrophytic vegetation, hydric soils, and wetland hydrology. According to the U.S. Army Corps of Engineers (USACE), indicators for all three parameters must be present to qualify an area as a wetland. The discharge of any pollutant from a point source into navigable waters is illegal unless a permit under the CWA's provisions is acquired. Permitting for projects that include both permanent and temporary dredging and filling in wetlands and waters of the U.S. is overseen by the USACE under Section 404 of the CWA. Projects can be permitted on an individual basis or be covered by one of several approved nationwide or regional general permits.

Federal Endangered Species Act (ESA)

The federal Endangered Species Act (ESA) provides the legal framework for the listing and protection of species (and their habitats) that are identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and the habitats upon which they rely are considered "take" under the ESA. Section 9(a) of the ESA defines "take" as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." The ESA is administered by the U.S. Fish and Wildlife Service (USFWS).

Migratory Bird Treaty Act of 1918 (MBTA)

The federal Migratory Bird Treaty Act of 1918 (MBTA) was established to provide protection to the breeding activities of migratory birds throughout the U.S. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The take, possession, import, export, transport, sale, purchase, barter, or offering of these activities is prohibited, except under a valid permit or as permitted in the implementing regulations (RECON, 2023a, p. 17).

State

California Environmental Quality Act (CEQA)

CEQA requires an environmental review for projects with potentially adverse impacts on the environment. Adverse environmental impacts are typically mitigated in accordance with state laws and regulations.

California ESA

The California ESA is similar to the federal ESA in that it provides the legal framework for the listing and protection of species (and their habitats) that are identified as being endangered or threatened with extinction.

California Fish and Game Code (CFGC)

CFGC Section 1600 through 1603 regulates project activities within wetlands and riparian habitats. The CDFW can issue a Streambed Alteration Agreement for projects affecting riparian and wetland habitats.

Under Section 3503 of the CFGC, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the CFGC prohibits take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls) or of their nests and eggs.

Porter-Cologne Water Quality Control Act

Project activities that fill or dredge within wetland Waters of the State and non-wetland Waters of the State, including isolated waters such as vernal pools and other waters showing lack of connectivity to a Traditional Navigable Waters, require a Water Quality Certification by the California Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and Section 13000 et seq. of the California Water Code under the Porter-Cologne Water Quality Control Act (RECON, 2023a, p. 16).

Regional

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP is a comprehensive multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in western Riverside County. It is one of several large multi-jurisdictional habitat-planning efforts in southern California with the overall goal of

maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP allows the County of Riverside 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 federal ESA. The MSHCP plan area encompasses 1.26 million acres (1,966 square miles), including all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, Menifee, and San Jacinto (RECON, 2023a, p. 17).

The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal ESA of 1973, as amended, as well as a Natural Community Conservation Plan under the Natural Community Conservation Planning Act of 2001. The jurisdictions participating in the MSHCP assemble and manage habitat within the coordinated MSHCP Criteria Area. In exchange for this preservation, the USFWS and CDFW have granted these jurisdictions "Take Authorization" for otherwise lawful actions, such as public and private development, that incidentally take or harm species or their habitat outside the MSHCP Criteria Area (RECON, 2023a, p. 18).

A total of 146 sensitive plant and wildlife species receive some level of coverage under the MSHCP. Of that total, the majority of these species have no additional survey/conservation requirements, and 16 plant species are classified as “narrow endemic species” based on their limited distributions in the region. These narrow endemics are sensitive biological resources; some are also federally- or state-listed as threatened or endangered. The habitat that supports a narrow endemic species is also considered a sensitive biological resource (RECON, 2023a, p. 18).

Local

City of Jurupa Valley General Plan

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

4.3.4 Methodology

As discussed previously, the following documents are relied upon for the preparation of this section:

- The Biological Technical Report for the District at Jurupa Valley Project Site (RECON, 2023a) (**Appendix D3**);
- Burrowing Owl Focused Survey Results for The District at Jurupa Valley Project (RECON, 2022) (**Appendix D4**);
- Aquatic Resource Delineation Report for the District at Jurupa Valley Project Site (RECON, 2023b) (**Appendix D5**), and
- The District at Jurupa Valley Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (ELMT and Bruyea, 2023) (**Appendix D6**).

4.3.4.1 Literature Review

Prior to conducting field investigations, RECON conducted a review of the WRCRCA MSHCP Information Map (WRCRCA, 2021) for information on required biological investigations for the

Project site. In addition, RECON performed a literature and database review for potentially occurring sensitive plant and animal species within ten miles of the Project site. Databases reviewed include the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2022), the U.S. Fish and Wildlife Service (USFWS) All Species Occurrences Database (USFWS, 2021), Consortium of California Herbaria (2022), and the California Native Plant Society (CNPS) Online database (CNPS, 2021a). A 10-mile radius search area was used for each of the databases and the species returned were filtered based on sensitivity level (e.g., federally and state listed), known presence within a 1-mile radius, and presence of general habitat parameters (e.g., elevation range, presence of vegetation/habitat such as vernal pools, marsh, or riparian forest). In addition, an Information for Planning and Consultation resource list was generated for federally listed species' evaluation purposes (RECON, 2023a, p. 6).

4.3.4.2 Surveys

RECON Environmental, Inc. conducted a general biological survey, western burrowing owl habitat assessment, and jurisdictional assessment for the Project on December 16 and 17, 2021. Additional assessments and surveys were conducted in June, July, and August 2022. All surveys were conducted following applicable protocols. These surveys are discussed in detail below.

Burrowing Owl Habitat Assessment

A western burrowing owl habitat assessment was conducted in accordance with Step I of the guidelines developed by the County of Riverside and was performed concurrently with the general biological survey.

As required by the survey guidelines, the burrowing owl survey area in the habitat assessment included all areas identified as MSHCP western burrowing owl survey area within the impact footprint, or Project site, and within 150 meters (approximately 500 feet) buffer area around the Project site . The habitat assessment area was surveyed on foot, and using binoculars to inspect areas on inaccessible private property. RECON biologists made notes of avian and mammal activity and evidence of owls, natural burrows, or manufactured structures suitable for western burrowing owl during the habitat assessment. (RECON, 2023a; p. 8; RECON, 2022)

Focused Burrow and Burrowing Owl Surveys

A focused burrow survey was conducted concurrently with the first focused burrowing owl survey in accordance with Step II-Part A of the survey guidelines. Parallel transects were walked through all suitable habitat identified within the Project area to locate and map suitable burrows. Areas within a 500-foot buffer around the Project site that were inaccessible were surveyed using binoculars. Small-mammal burrows were present throughout the Project area. The majority of these burrows are likely from California ground squirrel (*Spermophilus beechyi*), which was observed during the focused burrow survey and subsequent burrowing owl surveys (RECON, 2023a, p. 7).

Four focused burrowing owl surveys were conducted in accordance with Step II–Part B of the survey guidelines. All surveys were conducted between two hours before sunset and one hour after sunset and one hour before sunrise and two hours after sunrise. Parallel transects were walked through all suitable habitat identified within the Project area and burrows were inspected for sign (e.g., pellets, whitewash, and/or feathers). Areas within a 500-foot buffer of the Project area that were inaccessible were surveyed using binoculars (RECON 2022, pp. 1 – 2).

Delhi Sands Flower-Loving Fly Habitat Assessment

A Delhi sands flower-loving fly habitat assessment was conducted on August 19 and September 11, 2022 (RECON, 2023a, p. 7). The assessment focused on the 44 acres previously mapped as containing Delhi sands soils. RECON biologists searched for the presence of suitable open, sandy soil, noted the level of soil disturbance, and also reviewed historical aerial photography for past evidence of significant disturbance within the assessment area. A subsequent habitat assessment was conducted by qualified biologists, including a USFWS permitted biologist, in August and September 2022 (RECON, 2023a; p. 8 – 9; also see **Appendix D6,** *The District at Jurupa Valley Delhi Sands Flower-Loving Fly Habitat Suitability Assessment*).

Narrow Endemic Plant Species Habitat Assessment

A habitat assessment for three potentially occurring narrow endemic plant species – Brand's star phacelia, San Diego ambrosia, and San Miguel savory – was conducted concurrently with the general biological surveys on December 16 and 17, 2021, focusing on the survey areas identified by the MSHCP. The entire project area, or Project site, was assessed for suitability for each individual species (RECON, 2023a; pp. 7 and 9).

Jurisdictional Assessment

RECON conducted a jurisdictional waters/wetland assessment within the Project site on December 17, 2021, concurrently with the general biological survey, according to the guidelines set forth by the USACE (USACE; 1987 and 2008) and the updated datasheet for delineation of the ordinary high-water mark (USACE, 2010). Sample soil pits were dug within potential wetland habitats such as the disturbed riparian, and area along the drainage ditches (RECON, 2023a, 2023b). The extent of potential wetlands and/or waters under the jurisdiction of USACE, RWQCB, and/or CDFW is presented in Aquatic Resource Delineation Report for The District at Jurupa Valley Project Site (RECON 2023b) and analyzed in **Section 4.3.6**, and is based on the results of the delineation and on vegetation mapping (RECON, 2023b; pp. 9 - 10).

4.3.5 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. "Significance Criteria" may be included in a Threshold of Significance to provide local context. The City of Jurupa Valley Guidelines recognizes the following significance thresholds and criteria related to biological resources. Based on these significance thresholds, a project would have a significant impact to biological resources if it:

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

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or indirect physical change in the environment which is caused by and immediately related to the project that has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in

local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

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

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c) Would 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; or

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to state or federally protected wetlands.

d) Would 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; or

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to the movement of any native resident or migratory fish or wildlife species or to established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites or conflicts with the Migratory Bird Treaty Act.

e) Would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the following General Plan Policies:

- COS 1.2 -Protection of Significant Trees;
- COS 1.3 - Other Significant Vegetation.

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

Under the City's local significance threshold, the project would have significant effects if: The project is in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

4.3.6 Environmental 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 Wildlife or U.S. Fish and Wildlife Service?

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or indirect physical change in the environment which is caused by and immediately related to the project that has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

Plans, Policies, and Programs (PPPs) include existing City of Jurupa Valley regulatory requirements, such as municipal codes, that would apply to the proposed Project. These PPPs are intended to work in conjunction with existing federal, state, and regional regulations and plans to further minimize or avoid potential impacts to biological resources. The following PPPs apply to the Project and would reduce impacts related 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.

Project Design Features (PDFs)

This PDF will be included as part of the Project design and are intended to work in conjunction with existing federal, state, and regional regulations and plans to further minimize or avoid potential impacts to biological resources. The following PDF applies to the Project and would reduce impacts related to biological resources. This PDF is included in the Project's MMRP to ensure compliance:

PDF 4.3-1 Night lighting will be directed away from MSHCP Conservation Areas, including the adjacent Santa Ana River corridor, with appropriate shielding being incorporated in project design.

A.2 Impact Analysis

The literature review discovered records of three sensitive plant species which required biological investigation (RECON, 2023a, p.8):

- Brand's star phacelia (*Phacelia stellaris*; CRPR 1B.1, MSHCP FC)
- San Diego ambrosia (*Ambrosia pumila*; FE, CRPR 1B.1, MSHCP FE)

- San Miguel savory (*Clinopodium chandleri*; CRPR 1B.2, MSHCP)

The literature review also revealed records of four sensitive wildlife species which required biological investigation (RECON 2023a, pp. 19 and 228):

- western burrowing owl (*Athene cunicularia*; SSC, MSHCP)
- Cooper's hawk (*Accipiter cooperii;* WL, MSHCP)
- monarch butterfly (*Danaus plexippus*; FC)
- Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis; FE, MSHCP)*

Cooper's hawk and monarch were incidentally observed within the survey area during the burrowing owl focused surveys. No other federal or state listed endangered, threatened, candidate, or wildlife or rare plant species were observed within the Project site during the habitat assessment. A total of 25 wildlife species were identified within the Project site. The wildlife observed on-site are typical species found in developed sites and adjacent natural or naturalized habitats. Species detected include red harvester ant (*Pogonomyrmex barbatus*), western side blotched lizard (*Uta stansburiana elegans*), mourning dove (*Zenaida macroura*), common raven (*Corvus corax*), black phoebe (*Sayornis nigricans*), song sparrow (*Melospiza melodia*), California ground squirrel (*Otopermophilus beecheyi*), and coyote (*Canis latrans*) (RECON, 2023a; p. 17). **See Figure 4.3-2**.

See **Appendix D3,** Biological Technical Report (RECON, 2023a), *Attachment 1, Plant Species Observed; Attachment 2, Wildlife Species Observed; Attachment 3, Sensitive Plant Species Observed or with Potential to Occur* for complete lists of all species observed during the field survey, and for lists of Sensitive Plant and Wildlife Species Observed or with the Potential to Occur. The habitat assessment for Brand's star phacelia, San Diego ambrosia, and San Miguel savory was completed concurrently with the December 2021 general biological surveys. No suitable habitat for these species was identified within the Project site during these surveys; therefore, no additional surveys are recommended (RECON, 2023a, p. 28).

A Delhi sands flower-loving fly (DSF) habitat assessment was conducted on August 19 and September 11, 2022 (RECON, 2023a, p. 7). The assessment determined that the agricultural history of the Project site, in combination with the presence of the Jurupa Ditch, compacted, mixed and contaminated the adjacent Delhi Sand soils and the Project site no longer supports the clean, unconsolidated Delhi Sands soils needed to support a DSF population. In addition, given the unsuitable rating of Delhi sand soils, the general lack of DSF sightings in this area of Jurupa Valley north of the Santa Ana River, the recognized adverse changes in soil chemistry of Delhi Sand soils in areas subjected to agricultural activities, it is highly unlikely that the Project site is occupied or that the site can become occupied by DSF in future. A focused protocol survey for DSF is not recommended for the site based on current conditions and the lack of unconsolidated clean Delhi series soils (ELMT and Bruyea, 2023, p. 13).

One Monarch butterfly was observed during western burrowing owl surveys in the vicinity of the Jurupa Ditch. While this species has a moderate potential to nectar within the Project area, it is not expected to breed within the Project site due to a lack of suitable overwintering habitat and absence of its host plant, milkweed (Asclepias sp.) (RECON, 2023a, p. 24). No impacts to Monarch butterfly are anticipated (RECON, 2023a, p. 29), and no mitigation would be required.

Nesting Migratory Birds

The Project has potential to result in direct impacts to migratory or nesting birds protected by the MBTA and CFGC Section 3503 if vegetation removal and/or project grading occurs during the bird breeding season (February 1 to September 15). Direct impacts to nesting and migratory birds would be considered significant without mitigation (RECON, 2023a, p. 29). See mitigation measures **BIO-1** through **BIO-3.**

Burrowing Owl

Based on a review of federal, state, and local databases and evaluation of the biological resources on-site, the western burrowing owl has a moderate potential to nest/occur within the survey area and could be directly impacted (RECON, 2023a). The habitat assessment for western burrowing owl was completed in accordance with Step I of the Burrowing Owl Survey Instructions (Western Riverside County Regional Conservation Authority, 2006) and suitable habitat was identified in the Project area. Based on the results of the habitat assessment, focused surveys for burrows and burrowing owl in accordance with Step II-Part A and Step II-Part B were conducted in June and July 2022, and no burrowing owl were detected (RECON, 2022). The disturbed land within the Project site provides suitable nesting and foraging habitat for western burrowing owl. Additionally, during the habitat assessment potentially suitable burrows were identified. As suitable habitat was identified, a focused burrow survey as well as burrowing owl surveys were conducted. No burrowing owls were detected, and no active burrows were identified (RECON, 2022). However, when suitable habitat is present, the survey guidelines require pre-construction surveys to be conducted within the impact area within 30 days prior to ground disturbance, to ensure avoidance of any individuals, as detailed in mitigation measure **BIO-2** *Pre-Construction Burrowing Owl Survey*.

Cooper's Hawk and Other Tree-Nesting Raptors

The Cooper's hawk (*Accipiter cooperii*), was incidentally detected in the survey area. Cooper's hawk has a moderate potential to nest on-site. Several trees found scattered throughout the Project area are large enough to potentially provide suitable nesting habitat for Cooper's hawk and other tree-nesting raptors. These species are considered adequately covered by the MSHCP (RECON 2023a, p. 29) and no high-quality riparian habitat within the portions of the Criteria Cell existing within the survey area would be impacted. Indirect impacts would include loss of foraging habitat and potential noise impacts from construction activities as well as during operations after development. However, trees are to be installed as a part of the final landscaping plan for the Project and the adjacent suitable nesting habitat within the Santa Ana River would not be impacted. Therefore, impacts to these species would be considered less than significant under the MSHCP. However, these species are protected by the MBTA and CFGC Section 3503.5, and direct impacts to nesting individuals would be significant without mitigation (RECON, 2023a, p. 29) as discussed above under nesting migratory birds and in mitigation measures **BIO-1** through **BIO-3.**

Indirect Impacts

Indirect impacts to any sensitive wildlife in the adjacent Santa Ana River corridor as a result of construction-related erosion, contaminated runoff, or generation and deposition of dust are anticipated to be avoided with adherence to proper Best Management Practices (BMPs) during construction. No nighttime lighting is proposed during construction activities.

Based on the presence of riparian habitat in the Santa Ana River adjacent to and within 500 feet of the proposed Project construction footprint and database records there is a potential for noise from construction activities to impact least Bell's vireo (*Vireo belllii pusillus*). Avoidance measures to avoid significant indirect impacts to least Bell's vireo and any other sensitive riparian birds are included in mitigation measure **BIO-1**.

Level of Significance Before Mitigation: Even after implementation of PPPs 4.3-1, construction-related impacts to nesting migratory birds and raptors, western burrowing owl, and protected plants due to vegetation removal, ground disturbance, or any substantial noise or vibration during all phases of construction, especially during the nesting bird season (generally February 1 – September 15), would be significant without mitigation.

A.3 Mitigation Measures

Mitigation Measure (MM) BIO-1 Pre-Construction Nesting Bird Survey: To remain in compliance with the MBTA and CFGC § 3503 and § 3503.5, no direct impacts shall occur to any nesting birds, including raptors, their eggs, chicks, or nests during the breeding season (February 1 to September 15). If vegetation removal activities must occur during this breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of breeding migratory birds, including raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer shall be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required (RECON, 2023a, p. 33).

The following measures are recommended to avoid indirect impacts to adjacent sensitive riparian birds, specifically least Bell's vireo, that could be present in the riparian habitat located within 500 feet of the project site in the adjacent Santa Ana River (RECON, 2023a, pp. 33 and 34).

- Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) L_{eq} (hourly noise equivalent of 60 A-weighted decibels [dB(A)] or less) at the edge of occupied least Bell's vireo habitat. Prior to the commencement of any construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; OR

- At least two weeks prior to the commencement of construct ion activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., noise monitoring, installation of berms or walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) L_{eq} at the edge of habitat occupied by least Bell's vireo. Concurrent with the commencement of construction activities and the construction of necessary attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) L_{eq}. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).

- Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) L_{eq} or to the ambient noise level if it already exceeds 60 dB(A) L_{eq}. If not, other measures shall be implemented in consultation with the biologist and the City, as necessary, to reduce noise levels to below 60 dB(A) L_{eq} or to the ambient noise level if it already exceeds 60 dB(A) L_{eq}. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

MM BIO-2 Pre-Construction Burrowing Owl Survey: A pre-construction survey shall be required within 30 days prior to any ground disturbing activities. If western burrowing owls are present, one of the following mitigation measures from the MSHCP (WRCRCA 2003) shall also be required:

- Based on the results of the Pre-Construction Burrowing Owl Survey, if the site contains or is part of an area that supports less than 35 acres of suitable habitat, or the survey reveals that the site and surrounding area support fewer than three pairs of western burrowing owls, the on-site western burrowing owls shall be passively or actively relocated following accepted protocols; or

- Based on the results of the Pre-Construction Burrowing Owl Survey, if the site, including adjacent areas, supports three or more pairs of western burrowing owls, supports greater than 35 acres of suitable habitat, and is non-contiguous with MSCHP Conservation Area lands, at least 90 percent of the area with long-term conservation value and western burrowing owl pairs shall be conserved on-site (RECON, 2023a, p. 30).

MM BIO-3 Biological Monitor: Per the MSHCP requirements stated in Volume 1, Appendix C of the MSHCP, A qualified project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint (Riverside County, 2003).

- A biological monitor shall monitor activities that result in tree or vegetation removal to minimize the likelihood of inadvertent impacts to nesting birds and special-status wildlife species, with special attention given to any protected species observed during the pre-construction breeding bird surveys. Monitoring shall also be conducted periodically during construction activities to ensure no new nests are built during any vegetation removal or building demolition activities between February 1 and September 15. The biological monitor shall ensure that all Best Management Practices (BMPs), avoidance, protection and mitigation measures described in the relevant project permits and reports are in place and are adhered to.

- The biological monitor shall have the authority to temporarily halt all construction activities and all non-emergency actions if sensitive species and/or nesting birds are identified and would be directly affected. The monitor shall notify the appropriate resource agency and consult if needed. If necessary, the biological monitor shall relocate the individual outside of the work area where it shall not be harmed. Work can continue at the location if the applicant and the consulted resource agency determine that the activity will not result in adverse effects to the species.

- The appropriate agencies shall be notified if a dead or injured protected species is located within the Project site. Written notification shall be made within 15 days of the date and time of the finding or incident (if known) and must include; location of the carcass, a photograph, cause of death (if known), and other pertinent information.

A.4 Level of Significance After Mitigation

After implementation of mitigation measures **BIO-1 Pre-Construction Nesting Bird Surveys, BIO-2 Pre-Construction Burrowing Owl Surveys, and BIO-3 Biological Monitor**, impacts would be reduced to less than significant.

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 Wildlife or U.S. Fish and Wildlife Service?

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as PPPs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to riparian habitat or other sensitive natural community. PPPs 4.3-1 as described in Section 4.3.6, A.1, 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.

Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of riparian habitat or other sensitive natural community.

B.2 Impact Analysis

Direct Impacts

As discussed and described in **Section 4.3.1**, three vegetation communities/land cover types were mapped within the disturbed land; disturbed riparian; and developed land (RECON, 2023a, p. 11). The Project would cause permanent, direct impacts to these three vegetation communities/land cover types as shown on **Table 4.3-1** (see Figure 4.3-2) (RECON, 2023a, p. 28). Impacts to disturbed land and developed land would not be considered significant under CEQA based on lack of sensitive vegetative resources; however, to comply with the requirements of the MSHCP, a Local Development Mitigation Fee is required for the total acreage of project impacts (RECON, 2023a, p. 1 and 28).

The disturbed riparian habitat along the Jurupa Ditch would be impacted. These areas would be considered riparian/riverine areas and impacts would be considered significant and require mitigation in accordance with the MSHCP and wetland regulatory agencies (RECON, 2023a, p. 28).

Table 4.3-1
IMPACTS TO VEGETATION COMMUNITIES/LAND COVER TYPES WITHIN THE PROJECT AREA (acres)

Land Cover Types	Impact Acres in Project Area
Disturbed land	235.1
Disturbed riparian	1.4
Developed land	11.8
TOTAL	**248.3**

Source: RECON, 2023a June 13, 2023, Table 4, p. 28.

Indirect Impacts

Indirect impacts to adjacent sensitive vegetation communities, primarily within the adjacent Santa Ana River corridor due to fugitive runoff (erosion) are not anticipated, as BMPs, such as silt fencing, straw wattle, and sandbags, would be installed around the perimeter of the grading limits. During construction indirect impacts from fugitive dust would be prevented by watering of haul roads and areas actively being used by equipment.

Additional discussion regarding avoidance of indirect impacts specific to adjacent MSHCP open space lands is provided in Section 4.3.6, A3. Implementation of these measures will reduce indirect impacts to adjacent vegetation and sensitive plants, if present, to less than significant (RECON, 2023a, p. 32).

Level of Significance Before Mitigation: Disturbed land and developed land recorded on the Project site are not considered sensitive habitat or sensitive natural communities. Impacts would be less than significant. Disturbed riparian habitat would be considered sensitive and impacts would be considered significant.

B.3 Mitigation Measures

Impacts to disturbed riparian would require implementation of **MM BIO-4** and compliance with any conditions and measures in any regulatory agency permits would be required.

Implementation of **MM BIO-4** and compliance with any conditions and measures in the following permits would be required.

MM BIO-4 Prior to City and County approvals, including the issuance of a Riverside County Flood Control District (RCFCD) Encroachment Permit, and prior to ground disturbance and construction of the Project, the applicant shall obtain or provide documentation that an Agency declines jurisdiction of any features and a permit is not required:

D. A Section 404 CWA General or Individual permit for the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S. or documentation that a Section 404 permit is not required (i.e. Army Corps declines jurisdiction or definition of Water of US changes pursuant to *Sackett vs. Environmental Protection Agency*;

E. A Section 401 CWA Water Quality Certification from the RWQCB for water quality impacts related to the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S.; and certification in conjunction with the USACE 404 permit or a Waste Discharge Requirement permit pursuant to Porter-Cologne Act.

F. A Lake and Streambed Alteration Agreement (LSAA) from CDFW to authorize permanent impacts to 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian.

The Project Applicant would be responsible for complying with all permit conditions. Such conditions may include, but are not limited to, implementation of best management practices (i.e., erosion and sediment control measures) and seasonal work restrictions, as appropriate. In addition, the USACE, RWQCB, and CDFW are expected to require compensatory mitigation for impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. The amount of required compensatory habitat acreage would be based on the functions and values of impacted features. Habitat compensation would be provided at a ratio of up to 1:1 of created to filled or disturbed in-kind habitat, pending coordination with the agencies. This ratio may be reduced through the permit process if the agencies find that a different ratio is sufficient to mitigate impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. If there is a change in the law where one or more of these Permits is not required, evidence of that change shall be submitted to the Planning Department for its review and concurrence.

B.4 Level of Significance After Mitigation

After implementation and completion of MM BIO-4, impacts would be less than significant.

Threshold c): Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to state or federally protected wetlands.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the Project that would reduce potential impacts relating to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

Project Design Features (PDFs)

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.).

C.2 Impact Analysis

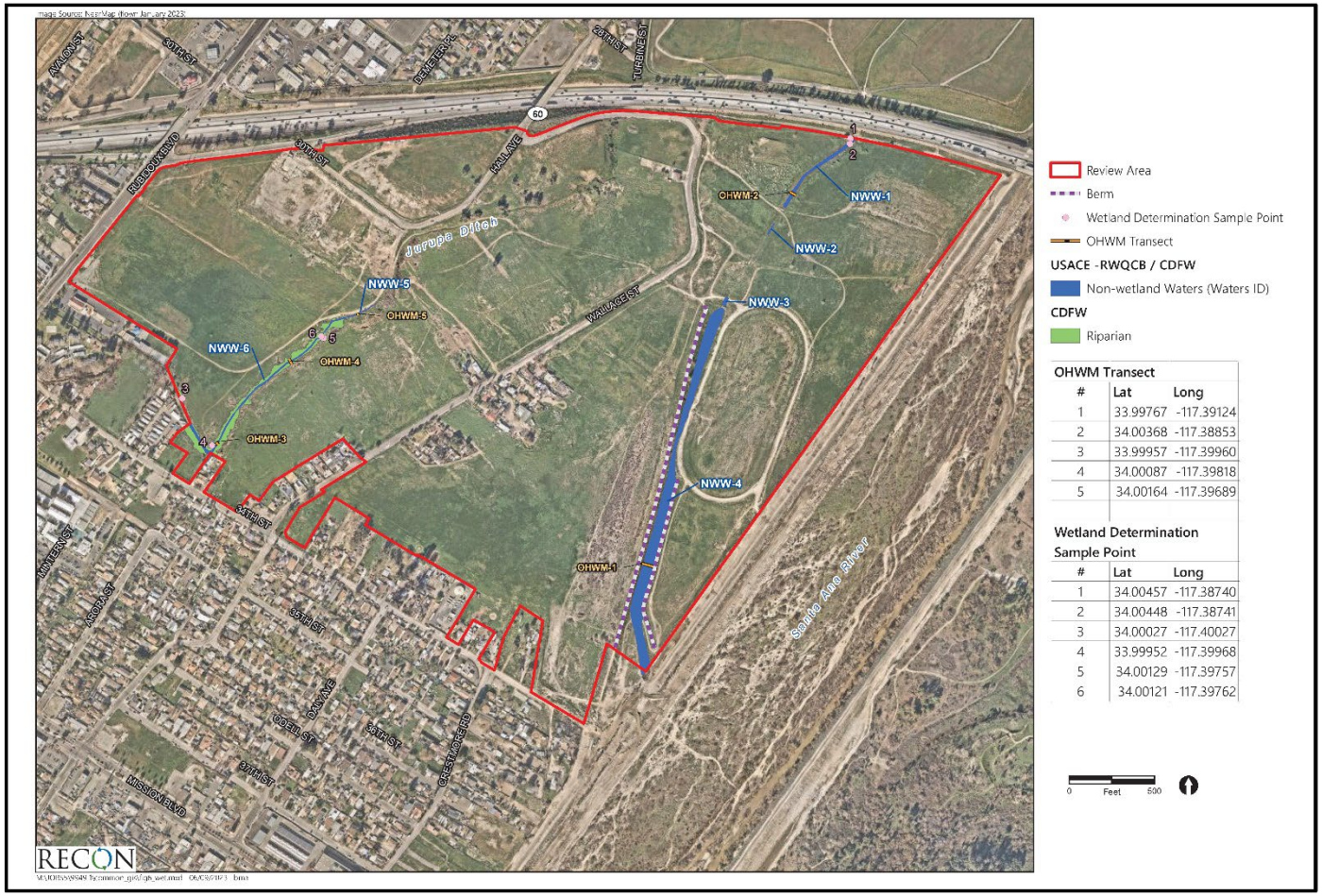
The Aquatic Resources Delineation Report determined that two non-wetland water features are within the jurisdiction of the USACE, the RWQCB, and CDFW pursuant to Sections 401 and 401 CWA and Sections 1600 - 1617 FGC. Jurupa Ditch appears to contain perennial flow based on the presence of algae and sediment sorting. It flows out of the Review Area to the northwest and eventually into the Santa Ana River, a Traditional Navigable Water. However, the source of the water is pumped groundwater along the Jurupa Ditch and is subject to sudden cessation of flow. Because the Jurupa Ditch appears to have been excavated in a historic upland area and conveys water used for agricultural purposes, it may be exempt as a water of the U.S. upon review by the USACE (RECON 2023b, pp. 9-10). **Figure 4.3-3** below shows locations of Aquatic Resources on the Project site.

No areas were identified on the site that meet the three criteria for a wetland per the USACE guidelines. Two non-wetland water features were delineated within the Review Area: the reach of the Jurupa Ditch that is exposed on the ground surface and an unnamed drainage channel within the eastern portion of the site. Both of these features exhibited an ordinary high-water mark (OHWM), which indicates some level of water flow recurring on a regular interval. The Jurupa Ditch can be characterized as perennial due to the consistent flows provided by well water pumped from off-site to the north. The eastern drainage channel appears to be ephemeral, flowing only after seasonal precipitation events. This drainage has a physical connection to the Santa Ana River at the southeastern edge of the site. Indicators of hydrology observed included sediment deposits and drift deposits (RECON, 2023b, p. 7).

The eastern drainage may be a tributary to the Santa Ana River and exhibits ephemeral water flow. This feature flows out of the Review Area south and eastward and into the Santa Ana River (RECON 2023b, p. 10).

Non-wetland waters and riparian areas delineated within the Review Area total 4.53 acres. Of this total, USACE could potentially take jurisdiction up to a total of 3.10 acres and 4,462 linear feet as (a)(2) tributary Waters of the U.S. The USACE would require a § 404 CWA Individual Permit for an activity that will impact an area equal to or in excess of 0.5 acre of Waters of the U.S. Individual Permits require a 30-day Public Notice period, and review under the National Environmental Policy Act (NEPA). The RWQCB could potentially take jurisdiction up to a total of 3.10 acres and 4,462 linear feet as Non-wetland Waters of the U.S. and 1.43 acres of riparian as Wetland Waters of the State, and require a § 401 CWA Water Quality Certification (WQC) and mitigation for loss of riparian Waters of the State. Finally, CDFW could potentially take jurisdiction of a total of 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian and require a Lake or Streambed Alteration Agreement pursuant to §§ 1602-1617 of the California Fish and Game Code ([FGC] (RECON 2023b, pp. 9 - 10; see **Appendix D5,** *Aquatic Resources Delineation Report*).

Figure 4.3-3
LOCATIONS OF AQUATIC RESOURCES



Source: Recon, June 9, 2023.

District at Jurupa Valley
Location of Aquatic Resources

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Under **MM BIO-4**, the USACE, RWQCB, and CDFW would make a determination on jurisdiction over Jurupa Ditch and the storm water channel in the southern portion of the site. In compliance with the no-net-loss policy, impacts to non-wetland waters would likely require mitigation at a minimum 1:1 ratio. The CDFW may require 3:1 ratio for impacts to disturbed riparian areas.

Under **MM BIO-4** and subsequent USACE, RWQCB, and CDFW permit conditions, impacts to jurisdictional waters and MSHCP Riparian/Riverine areas may require habitat creation or the purchase of credits from an approved mitigation bank.

Level of Significance Before Mitigation. The Project may permanently impact 3.10 acres and 4,462 linear feet of Waters of the U.S. and State, under the jurisdiction of the USACE and the RWQCB; and 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian. Impacts of project construction and project operation on non-wetland waters and riparian areas would potentially be significant.

C.3 Mitigation Measures

Impacts to protected wetlands would require implementation of **MM BIO-4** and compliance with any conditions and measures in any regulatory agency permits would be required.

C.4 Level of Significance After Mitigation

After implementation and completion of **MM BIO-4**, impacts would be less than significant.

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?

Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to the movement of any native resident or migratory fish or wildlife species or to established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites or conflicts with the Migratory Bird Treaty Act.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs for the Project applicable to threshold d).

Project Design Features (PDFs)

There are no PDFs applicable to the Project related to threshold d).

D.2 Impact Analysis

As discussed on page 30 of the Biological Technical Report (RECON, 2023a) included as **Appendix D3,.** The Project site as a highly disturbed parcel, the survey area supports little in terms of native cover or sensitive biological resources. The Jurupa Ditch does provide some open water and

disturbed riparian vegetation; however, this is isolated and variable, given that this is a water delivery channel and subject to water control and maintenance. While the site is adjacent to the Santa Ana River and may serve as an extension of open space available to local wildlife for foraging, it is highly constrained as a wildlife movement corridor to any other habitat areas for the following reasons:

- The site is fenced by 6-foot chain link. While the fencing does have some periodic gaps, it largely serves as a barrier to movement for medium to large mammals.

- The site is bounded by residential development to the southeast and west and SR-60 along the northern border. The only viable paths north of the site and across the freeway are either through a single box culvert under SR-60 in the northeastern portion of the site or over the freeway along Hall Road, which is also fenced along both sides, or Rubidoux Road, a busy multi-lane road that is also separated from the site by chain link fencing.

- The land north of SR-60 is also fairly developed along both Rubidoux Road and along the west side of Hall Road. There is no direct corridor of open space connecting the Project site with the larger open space areas north and northwest of the site. The site immediately north of the Project site is an inactive landfill and is currently undeveloped, with the exception of a solar development in the northwest corner of the site.

- The MSHCP evaluated preserve design within the plan area and did not identify any proposed linkages or constrained linkages that connects the Santa Ana River corridor linkage with the Jurupa Mountains (WRCRCA 2003). The MSHCP identifies the Jurupa Mountains as a non-contiguous habitat block, further indicating the isolation of the habitat from other open space areas and linkages and corridors.

Therefore, impacts to the Project area would not substantially interfere with the movement of any native resident or migratory species or impact any wildlife movement corridors or nursery sites and impacts would be less than significant; (RECON, 2023a, p. 30).

Level of Significance before Mitigation. The Project would not interfere substantially with the movement of native resident or migratory fish or wildlife species, with established migratory wildlife corridors, or with the use of native wildlife nursery sites. Impacts would be less than significant.

D.3 Mitigation Measures

No mitigation is required.

D.4 Level of Significance After Mitigation

Impacts would be less than significant.

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

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the following General Plan Policies:

- COS 1.2 -Protection of Significant Trees;
- COS 1.3 - Other Significant Vegetation.

E.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs for the Project applicable to threshold e).

Project Design Features (PDFs)

There are no PDFs applicable to the Project related to threshold e).

E.2 Impact Analysis

As discussed in **Section 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, impacts would be less than significant.

Level of Significance Before Mitigation. Impacts would be less than significant.

E.3 Mitigation Measures

No mitigation is required.

E.4 Level of Significance After Mitigation

Impacts would be less than significant.

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?***

Under the City's local significance threshold, the project would have significant effects if: The project is in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

F.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.3-1, as described in Section 4.3.6.A.1, would apply to the Project and would reduce impacts relating to threshold f).

Project Design Features (PDFs)

PDF 4.3-1, as described in Section 4.3.6.A.1, would apply to the Project and would reduce impacts related to Threshold f).

F.2 Impact Analysis

This section demonstrates the compliance of the Project with respect to biological aspects of the MSHCP.

The Project was evaluated with regard to Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2), Protection of Narrow Endemic Plant Species (MSHCP Section 6.1.3), Guidelines Pertaining to the Urban/Wildlands Interface (MSHCP Section 6.1.4), and Additional Survey Needs and Procedures (MSHCP Section 6.3.2); (RECON, 2023a; p. 33).

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

Typically, a Determination of Biologically Equivalent or Superior Preservation (DBESP), as addressed in MSHCP Section 6.1.2, would be required (WRCRCA, 2003). However, during a pre-application meeting on August 10, 2022, to discuss the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) and Joint Project Review processes, representatives from the WRCRCA indicated that Joint Project Review was previously completed in 2005 and because this authorization has no expiration, no additional processing through the MSHCP would be required, including preparation of a DBESP, as long as the Project development footprint was consistent (personal comm. T. Campbell; RECON 2023a, p. 35). Wetland permits and mitigation for impacts to these resources would still be required as described in the Biological Technical Report (RECON 2023a, p. 35), and as implemented under **MM BIO-4**.

Protection of Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP addresses measures required to ensure protection of narrow endemic species. The Project is located within a Narrow Endemic Plant Species Survey Area and as discussed in Section 5.2 and Attachment 3 of *The Biological Technical Report for the District at Jurupa Valley Project Site* (RECON, 2023a); narrow endemic species are not expected to occur, based on results of the December, 2021 General Biological Survey. However, no narrow endemic species have moderate or high potential to occur on site. Therefore, no narrow endemic species are expected to be impacted and the Project would be in compliance with Section 6.1.3 of the MSHCP (RECON, 2023a, p. 35).

Conservation within Criteria Cells

Approximately 93.4 acres of the eastern portion of the Project area falls within the northwestern half of Criteria Cell 187. MSHCP Table 3-7 addresses conservation criteria for the Jurupa Area Plan which includes the approximately 159.4-acre Criteria Cell 187. Conservation criteria for this cell focuses on Riversidean alluvial fan scrub habitat and agriculture along the Santa Ana River within the eastern portion of the cell. The majority of this cell's eastern portion falls outside of the Project site. The portion of the criteria cell within the Project site contains heavily disturbed lands and lacks either Riversidean alluvial fan scrub or active agricultural lands. As the MSHCP specifies conserving 15

percent to 25 percent of this cell, and focuses on land types not found within the Project site, project impacts are not anticipated to reduce the conservation criteria for this cell below these conservation thresholds. In addition, no direct impacts are anticipated to the Santa Ana River or its associated habitats, as those are located outside of the Project boundary. Therefore, mitigation for impacts to Criteria Cells are not anticipated (RECON, 2023a; pp. 35-36).

Guidelines Pertaining to the Urban/Wildland Interface

MSHCP Section 6.1.4 addresses requirements related to indirect impacts for projects within or adjacent to a MSHCP Criteria Area, Criteria Cell, or Conservation Area. A portion of Criteria Cell 187 falls within the Project area. In addition, the Project area's eastern boundary is adjacent to Public/Quasi-Public Conservation Lands associated with the Santa Ana River channel. As such, the Project would be required to be in compliance with the guidelines described in Section 6.1.4 of the MSHCP (RECON, 2023a; pp. 36-37).

Drainage

The project would incorporate measures to ensure that the quality and quantity of runoff into adjacent Bio Clean Modular Wetlands would be installed to capture runoff from the Project site and would filter stormwater via infiltration to remove 80 percent of TDS and 90 percent of hydrocarbons before runoff would enter the municipal storm drain system and/or the Santa Ana River. The Project water quality Operations and Maintenance Plan would include periodic maintenance of the Modular Wetlands as recommended by the manufacturer. MSHCP Conservation Areas are not altered in an adverse way compared to existing conditions. Discharge of untreated surface runoff into MSHCP Conservation Areas would be avoided and a stormwater system would be designed to prevent the release of potentially harmful elements to biological resources to these areas (RECON, 2023a; p. 36).

Toxics

Any chemicals or bioproducts produced by the Project that are potentially toxic or may adversely affect wildlife species, habitat, or water quality would be handled in such a way as to ensure these chemicals are not discharged into MSHCP Conservation Areas (RECON, 2023a; p. 36). In accordance with the December 15, 2022 Standard Voluntary Agreement entered into between the Project Applicant and the Department of Toxic Substances Control (DTSC), prior to issuance of project grading permits, the Project Applicant shall provide written verification to the City of Jurupa Valley demonstrating DTSC approval of: 1) a Supplemental Site Investigation (SSI) Work Plan; and 2) a Removal Action Work Plan (RAW) or Remedial Action Work Plan (RAP) if removal action is appropriate.

The SSI Work Plan will include a Quality Assurance/Quality Control (QA/QC) Plan which provides protocols for sampling to ensure that on-site soils are fully characterized, to the extent practicable, and to ensure proper classification of on-site soils for on-site reuse or for off-site disposal. The SSI Work Plan shall comply with ASTM Standard E-1903 and DTSC requirements, as applicable.

The RAW Plan shall comply with California Health and Safety Code Sections 25323.1 and 25356.1. Potential response actions include soil management, land use controls, cover, capping, and long-term operation and maintenance, as needed. The RAW Plan will include measures to address worker and public safety, air quality, and fugitive dust generated from the earthmoving activities during implementation of the response action. The Removal Action Work Plan will include components such as:

- A Soils Management Plan to ensure safe and appropriate handling of site soils and transport and off-site disposal, if necessary.

- Sampling and Analysis Plan with corresponding Quality Assurance Plan to confirm the effectiveness of the RAW, if applicable.

- A Contingency Plan for new findings that may occur during site grading.

- Any other components deemed necessary by the DTSC to protect groundwater, air quality, or human health or as required by California Health and Safety Code Section 25356.1.

Lighting

Night lighting will be directed away from MSHCP Conservation Areas, including the adjacent Santa Ana River corridor, with appropriate shielding being incorporated in project design. This also complies with City Municipal Code Section 9.145.050.(14), which requires that all site lighting be shielded to prevent glare and direct illumination on adjoining properties (RECON, 2023a, p. 37).

In the proposed Specific Plan, Section 3.7, *Lighting Requirements* (City of Jurupa Valley, 2022a; Section 3, p. 20), includes the following requirements that comply with City Municipal Code Section 9.145.050.(14). These are included as PDF 4.1-5, PDF 4.1-6, and PDF 4.1-7, in Section 4.1, *Aesthetics*.

- Orientation: All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, up lighting effects to promote nighttime identity and character are allowed provided such exterior lighting features utilize indirect or hidden lighting sources for wall washing, featuring of architectural elements, landscaping, entries, and pedestrian areas.

- Height: Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 30 feet in height to minimize direct glare beyond the parking lot or service area. An exception to this maximum height requirement can be approved or modified as part of the Site Development Permit if it is determined that the proposed height will not be contrary to public health and safety.

Shielding: Pole-mounted lights shall be shielded, and the light directed away from the public streets. Pole-mounted lights shall utilize cut-off fixtures and shall not be directed toward residences. Projects shall ensure zero light spill off-site.

Noise

Appropriate noise attenuation strategies would be implemented for this project so that wildlife within the adjacent MSHCP Conservation Areas is not subject to noise that would exceed residential noise standards (RECON, 2023a; p. 37). Measures include installing a temporary noise barrier per during construction and locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter noise rating.

Invasive Plant Species

Plants used in landscaping for this project would avoid those listed in Table 6-2 of the MSHCP. Specific Plan Table 4.1, *Plant Palette*, identifies the acceptable types of plantings that include a variety of groundcovers,

shrubs, ornamental grasses, and evergreen and deciduous trees. The plant palette requires plants native to the region.

Barriers

The project would incorporate fencing to minimize unauthorized public access, domestic animal predation, illegal trespassing or dumping in the adjacent MSHCP Conservation Areas (RECON, 2023a; p. 37).

Grading/Land Development

The Specific Plan requires that grading plans for each phase will be reviewed and approved by the City prior to the issuance of grading permits. All grading plans and activities will conform to the City's grading ordinance and dust and erosion control requirements.

• Grading shall conform to the current California Building Code.

• Grading shall conform to City of Jurupa Valley regulations.

• Grading shall conform to the Project's geotechnical investigation report, geotechnical engineer recommendations as approved by the City's Engineering Department, and specific studies.

• Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and shall include appropriate measures to control erosion and dust.. Additionally, manufactured slopes associated with project development would not extend into any MSHCP Conservation Areas (RECON, 2023a; p. 37).

Additional Survey Requirements

MSHCP Section 6.3.2 addresses survey requirements for covered plant and animal species in order to achieve coverage for these species (WRCRCA 2003). The Project site is not located within the MSHCP Additional Survey Areas for amphibians, mammals, or within any Special Linkage Areas but is within the survey area for western burrowing owl. Therefore, a western burrowing owl habitat assessment (Step I) and subsequent focused burrow (Step II-Part A) and owl surveys (Step II-Part B) were conducted in accordance with County of Riverside survey guidelines. While no western burrowing owl was detected during focused surveys, the survey guidelines require pre-construction surveys, given the presence of suitable habitat. The pre-construction survey would be conducted within the impact area within 30 days prior to ground disturbance as detailed in mitigation measure **BIO-2** *Pre-Construction Burrowing Owl Survey* (RECON, 2023a; pp. 37).

Level of Significance Before Mitigation. Conflicts with the MSHCP requirements (see PPP 4.3-1), including sections pertaining to Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2), Protection of Narrow Endemic Plant Species (MSHCP Section 6.1.3), Guidelines Pertaining to the Urban/Wildlands Interface MSHCP Section 6.1.4), and Additional Survey Needs and Procedures (MSHCP Section 6.3.2) would be significant without mitigation.

F.3 Mitigation Measures

Mitigation measures **BIO-1** through **BIO-3** included under section 4.3,6 A.3 above, **MM BIO-4** under section 4.3.6 C.3 above, and Mitigation Measures NOI-1 and NOI-2 from Section 4.12, *Noise,* would apply to threshold f).

F.4 Level of Significance After Mitigation

Impacts would be less than significant after mitigation.

4.3.7 Cumulative Impacts

The Project site is located in the City of Jurupa Valley, on the west/northwest bank of the Santa Ana River. With the exception of the Pedley Hills to the west, Jurupa Mountains to the northwest and the Box Spring Mountains to the east, the Project site is the last remaining large open space area within approximately eight miles. Land use of the site has been primarily that of agricultural and vacant/undeveloped land since at least 1938, with the exceptions of a few residences, small commercial buildings, and a horse race track (AEI, 2022, p. 6). With the proximity of the Santa Ana River and the presence of a soft-bottom portion of the Jurupa Ditch, this site is likely to have been used by sensitive and non-sensitive wildlife species, as well as a local movement corridor for wildlife accustomed to human activity and as a foraging and hunting area for local wildlife species.

Cumulative impacts refer to incremental effects of an individual project when assessed with the effects of past, current, and proposed projects. The proposed Project is one of approximately 63 projects in the Project vicinity that are either proposed, are under construction or have been completed within the past five years. Most, if not all, of these projects impact biological resources either directly or indirectly. 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 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 15355) to biological resources within the region of the Project site. Only three vegetation communities/land cover types were mapped within the Project site: disturbed land; disturbed riparian; and developed land (RECON, 2023a, p. 11). Impacts to disturbed land and developed land would not be considered significant under CEQA and thus impacts to these land cover types would not be cumulatively considerable. Impacts to disturbed riparian would be considered significant and require mitigation through implementation of MM BIO-4. Per the MSHCP, a Local Development Mitigation Fee will be required for the total acreage of project impacts. The general biological surveys and narrow endemic plant species habitat assessment were conducted concurrently on December 16 and 17, 2021, and a conclusion was made that the Project site does not support special-status or sensitive plant species, or the habitat required for such species (RECON, 2023a). The Project may permanently impact 3.10 acres and 4,462 linear feet of Waters of the U.S. and State, under the jurisdiction of the USACE and the RWQCB; and 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian. However, project impacts on non-wetland waters and riparian areas would be less than significant after implementation of **MM BIO-4**.

As discussed in Section 4.3.3, the MSHCP is a comprehensive multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in western

Riverside County. It was developed to address the comprehensive regional planning effort and anticipated growth in the City of Jurupa Valley and other areas of western Riverside County. All projects within the Western Riverside MSHCP Area must comply with the requirements of the MSHCP and all projects must comply with the requirements of the federal Endangered Species Act, the California Endangered Species Act, Sections 401 and 404 CWA, Sections 1600 – 1617 FGC, and all applicable federal, state, regional, and local regulations, policies, and ordinances.

With adherence to the PPP 4.3-1, and MMs BIO-1 through BIO-4, project impacts would be reduced to less than significant. 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

This section provides an overview of cultural resources that may be present within the study area, defined in the Cultural Resources study prepared by ASM Affiliates, Inc. (ASM) (**Figure 4.4-1**) (see **Appendix D7** - Constraints-Level Cultural Resources Technical Report [ASM, 2022]).

Cultural resources are artifacts of human activity, occupation, or use. They include expressions of human culture and history in the physical environment, such as archaeological sites, historic buildings and structures, or other culturally significant places. This section also provides an analysis of the Project's potential impacts on historic resources that could result from development of the proposed Project. The analysis is based on investigations of the Project site by cultural resources and historical resources specialists. This section is also based on record searches and other investigation methods provided in Appendix D7. In the following discussion, "Project site" and "Project site boundary" refers to the Project area depicted in **Figure 4.4-1**; "Project area" refers to the Project site and a half mile radius as well as the general area surrounding the Project site.

4.4.1 Existing Conditions

Natural Setting

The Project site lies within the City of Jurupa Valley, which is defined by the riparian corridor of the Santa Ana River, slightly undulating flatlands of Mira Loma, rolling terrain of the Pedley Hills, and rugged outcroppings of the Jurupa Mountains. Elevations at the Project site range from approximately 800 to 820 feet above mean sea level at the north edge to 780 feet at the south, sloping gradually to the south-southeast. The Project site currently contains a small number of residences along Wallace Road, which bisects it, but is otherwise largely vacant.

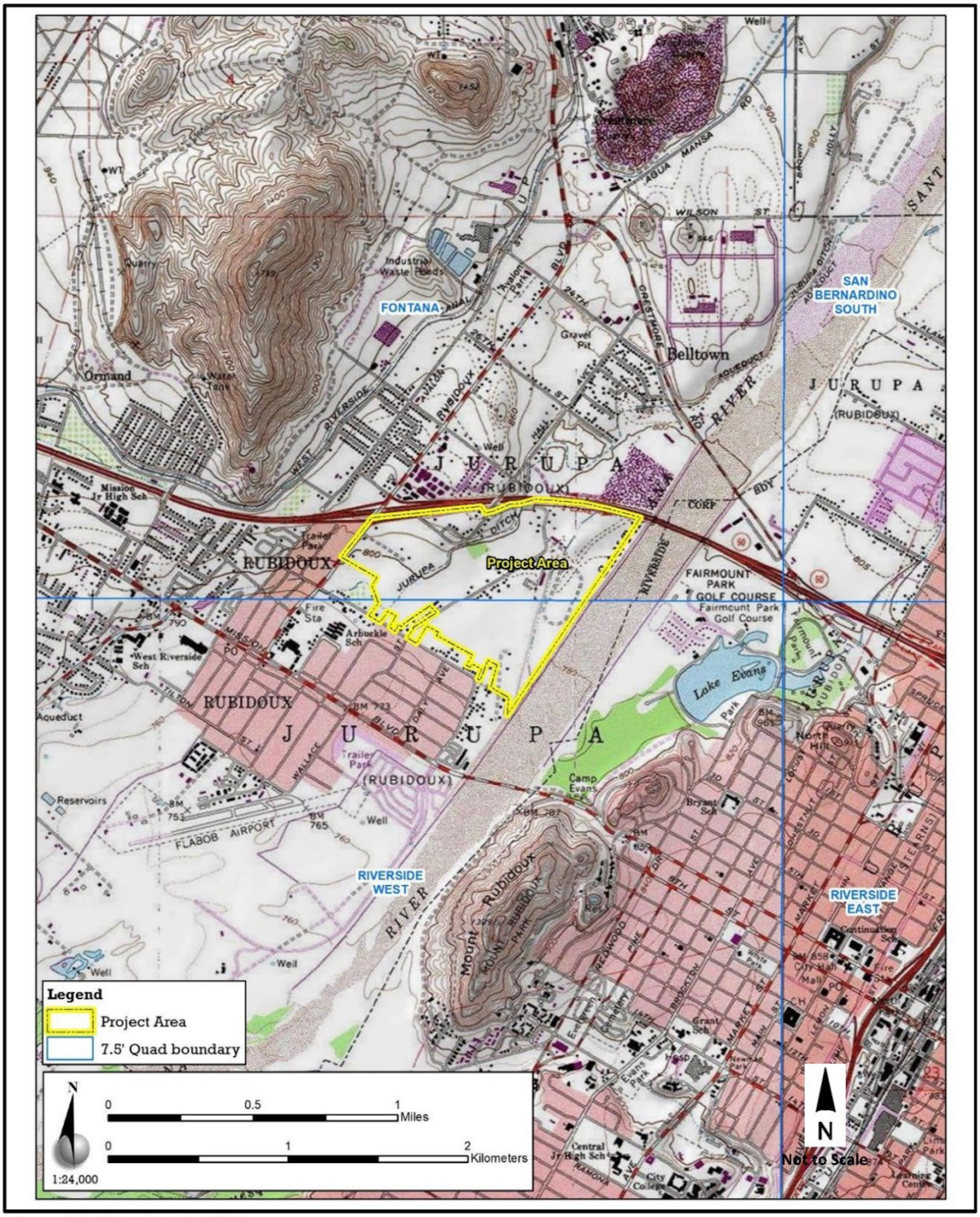
The geology underlaying the Project area is predominantly modified alluvium derived from granite. The soils comprising the Project site include DaD2 Delhi fine sand (38.2 acres), GoB Grangeville loamy fine sand (23.9 acres), GyC2 Greenfield sandy loam (4.8 acres), RaB3 Ramona sandy loam (10.6 acres), RcC2 Ramona sandy loam (14.0 acres), TeG Terrace escarpments (9.5 acres), and TwC Tujunga gravelly loamy sand (8.4 acres) (USDA, 2022).

The geographical center of the Jurupa Mountains is about 44 miles east of Los Angeles and seven miles northwest of Riverside. Crystalline rocks comprise the bulk of the Jurupa Mountains and probably are the northernmost exposures of the rocks typical of the Southern California batholith. The oldest rocks in the Jurupa Mountains are a series of pre-batholithic metasedimentary rocks which are questionably Triassic in age (MacKevett, 1950).

The Project site is located at the eastern edge of the City of Jurupa Valley, previously an unincorporated community in Riverside County northwest of downtown Riverside, which is shown on the *Fontana, California*, 2018 USGS quadrangle map. Jurupa Valley is bordered by the cities of Norco and Ontario to the west, the City of Fontana to the north, and the City of Riverside to the south and east. The City is served by the Riverside Freeway (State Route [SR] 91) and Interstate 15 to the east, and SR 60 to the north.

The Project site is bounded by SR 60 and Frontage Road to the north, the Santa Ana River to the east, 34th Street and Water Street to the south, and Rubidoux Boulevard to the west. Bordering the Project site to the south is a mix of single and multiple family residences.

Figure 4.4-1
USGS TOPOGRAPHIC MAP OF THE STUDY AREA



Source: ASM Affiliates, Inc., July 29, 2022.

District at Jurupa Valley
Topographic Map

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Archaeological Setting

Archaeological investigations in Riverside County and elsewhere in southern California have documented a diverse range of prehistoric human occupations, extending from the terminal Pleistocene down to the time of European contact (Koerper and Drover, 1983; Mason, 1984; McKenna, 1986; Wallace, 1955; Warren, 1968).

Prehistoric Overview

The term "prehistoric period" refers to the period of pre-contact Native California lifeways and traditions prior to the arrival of Euro-Americans.

It is widely acknowledged that human occupation in the Americas began about 13,000 or more years ago (all dates presented here are calibrated radiocarbon ages or calendar dates). However, recent discoveries in regions outside of California have pushed that age back several thousand years more to about 15,000 or even perhaps up to nearly 20,000 years ago.

To describe and understand the cultural processes that occurred during prehistory, archaeologists have routinely developed chronological frameworks to correlate technological and cultural changes recognized in the archaeological record. These summaries bracket certain time spans into distinct archaeological horizons, traditions, complexes, and phases.

There are many such models even for the various sub-regions of Southern California. Given the variety of environments and the mosaic of diverse cultures within California, prehistory is typically divided into specific sub-regions that include the interior of Southeastern California and Mojave Desert; and San Diego and the Colorado Desert.

Many archaeologists tend to follow the regional syntheses adapted from a scheme developed by William J. Wallace in 1955 and modified by others. Although the beginning and ending dates vary, the general framework of prehistory in the Southern California region consists of the following four periods:

- **Paleoindian and Lake Mojave Periods** [terminal Pleistocene and Early Holocene] (ca. 11000 B.C. to 6000 B.C.). This time period is characterized by highly mobile foraging strategies and a broad spectrum of subsistence pursuits. These earliest expressions of aboriginal occupation in America were marked by the use of large dart or spear points (Fluted and Concave Base Points) that are an element of the Western Clovis expression. Following the earliest portions of this time span there was a change in climate coincident with the retreat of the glaciers. Large bodies of water existed and lakeside aboriginal adaptations were common. Large stemmed points (Western Stemmed Series – Lake Mojave and Silver Lake point types) were accompanied by a wide variety of formalized stone tools and were employed with the aid of atlatls (dart throwing boards). The latter archaeological materials are thought to be representative of an adaptation that was in part focused on lacustrine and riverine environments.

- **Millingstone Horizon** [Middle Holocene] (ca. 6000 B.C. to A.D. 1000). During this time span mobile hunter-gatherers evolved and became more sedentary. Certain plant foods and small game animals came to the forefront of indigenous subsistence strategies. This prehistoric cultural expression is often notable for its large assemblage of millingstones. These are especially well-made, deep-basin metates accompanied by formalized, portable handstones

(manos). Additionally, the prehistoric cultural assemblage of this time period is dominated by an abundance of scraping tools (including scraper planes and pounding/pulping implements), with only a slight representation of dart-tipped - projectile points (Pinto, Elko and Gypsum types).

- **Late Prehistoric Period** (ca. A.D. 1000 to 1500). Following the Millingstone Horizon were cultures that appeared to have a much more complex sociopolitical organization, more diversified subsistence base and exhibited an extensive use of the bow and arrow. Small, light arrow points (ex. Rose Spring Series), and, later, pottery mark this period along with the full development of regional Native cultures and tribal territories.

- **Protohistoric Period** (ca. A.D. 1500 to 1700s). This final cultural period ushered in long-distance contacts with Europeans, and thereby led to the Historic Period (ca. A.D. 1700 to contemporary times). Small arrow points recognized as Desert Side-notched and Cottonwood forms are a hallmark of this time period.

Ethnohistoric Overview

Ethnohistoric Period (Post A.D. 1750)

The Native American Heritage Commission has stated in past CEQA documents that there are a number of tribes that may be traditionally and culturally affiliated with Jurupa Valley. This topic is discussed in Section 4.17, Tribal Cultural Resources.

Historic-Period Overview

Spanish/Mexican Era

Spanish occupation of California began in 1769, in San Diego. Prior to that, the first Europeans to explore the region that would become the state of California were members of the A.D. 1542 expedition of Juan Rodriguez Cabrillo. Cabrillo sailed along the coast of California but did not explore the interior.

Spanish contact in the vicinity of the Project area did not take place until the 1770s when Father Garces traveled across the Mojave Desert and entered coastal southern California through the Cajon Pass (Walker, 1986) into the San Bernardino Valley and on to the San Gabriel.

The Mission San Gabriel de Archangel was established in 1771 and claimed what are now the San Gabriel and San Bernardino valleys. In 1819, a mission outpost, or asistencia, was established in the area of present-day Redlands (Dumke, 1944; Hanna, 1951; McWilliams, 1973; Scott, 1977). This outpost, part of Mission San Gabriel's Rancho San Bernardino, was established to expand the agricultural holdings of Mission San Gabriel. The asistencia was later moved to its current location, where construction began in 1830; it was abandoned soon after in 1834 (Lugo, 1950).

Mexico rebelled against Spain in 1810, and by 1821, Mexico, including California, achieved independence. The Mexican Republic began to grant private land to citizens to encourage emigration to California. Huge land grant ranchos took up large sections of land in California. Ranchos surrounded the mission lands in all directions. Except for those large tracts of land, the Mission San Gabriel and Mission San Fernando lands were used for the support of the mission and provided for the large population of Tongva Native Americans. The mission lands were held in trust for Native

peoples by the Franciscan missionaries for eventual redistribution; this intended plan was thwarted by the secularization act. In 1838, Juan Bandini was granted 32,000 acres of land by the Mexican government called the Rancho Jurupa, within which the Project site is situated.

The Mexican-American War of 1846 saw the invasion of California by the United States from both land and sea. Following several skirmishes in the San Diego and Los Angeles areas, and the capture of the territorial capital in Monterey, the United States rule was firmly established. After a rapid influx of Americans to the north because of the Gold Rush of 1849, California was made a state in 1850. The economic and social order was slow to change in the southern portion of the state, and rancheros were left in control of their vast estates through the 1860s. Los Angeles was a part of the "Cow Counties" and had little representation in the state legislature because of the sparse population. This allowed the predominantly Anglo population of the north to pass laws aimed at breaking up the ranches for settlement by Eastern farmers. Coupled with devastating droughts in the early 1860s that crippled many livestock raisers, dismemberment of the ranchos soon came. This helped pave the way for the "Boom of the Eighties" (Dumke, 1944) which saw an influx of people from the eastern United States and the beginning of many of the towns we see today in Riverside and San Bernardino counties. Much of the plains between these areas came to be filled with farms and orchards.

The American Period to the Founding of Jurupa Valley

In 1838, the area of the Jurupa Valley was granted to Juan Bandini by Governor Alvarado (Guinn, 1902; Johnson, 2005, 2012). Rancho Jurupa spanned 32,000 acres and included a portion of the Santa Ana River within its boundaries. Portions of the Rancho Jurupa were later sold in 1843 to Benjamin Wilson who sold his portion to Louis Rubidoux (b. Robidoux) in 1849. Rubidoux's grandfather was a fur trader who migrated from Quebec to St. Louis, Missouri, where he founded what became the family business. After 1803, when St. Louis officially became part of the United States as part of the Louisiana Purchase, Rubidoux and his brothers became citizens, though he was also a naturalized Mexican citizen who had served as Alcalde of Santa Fe, New Mexico. Rubidoux, who arrived in California in 1844, used his land for cattle raising, orchards, vineyards, and operated one of the first wineries in the area. A large irrigation canal, the Jurupa Ditch, was built at some time during either Wilson or Rubidoux's ownership of the Rancho (Guinn, 1902; Johnson, 2005). Before he died in 1868, Rubidoux sold portions of his land as small ranches to many different settlers, including the retired sea captain, Cornelius Jensen. Shortly after marrying Mercedes Alvarado in 1854, whose family had lived in California since the 1770s, Jensen became a prominent member of a community known as the La Placita de los Trujillos, or Agua Mansa. After a great flood washed away the city in the 1860s, Cornelius and Mercedes moved to the Rubidoux ranch in 1870 and built the first non-adobe house in the area, where members of the Jensen-Alvarado family farmed the land for the next century until the 1970s. The town of Rubidoux was eventually sited on part of the Rubidoux rancho and the original adobe house, first constructed by Benjamin Wilson and later sold to Rubidoux was designated California Historic Landmark No. 102 at 5575 Mission Boulevard. The adobe no longer exists, while the Jensen Alvarado Historic Ranch (California Historic Landmark #943), located approximately one-quarter mile west-southwest of the Project site, serves as a historic park and museum.

By the 1880s, settlers began to populate the region of what would become Jurupa Valley. In 1870, the town of Riverside was founded. Rancho Jurupa was part of San Bernardino County until March 11, 1893, when Riverside County was formed from territory originally belonging to San Bernardino and San Diego Counties (Kyle et al., 2002; Salley, 1991: p. 92), making the City of Riverside its county seat. The City of Riverside became a central trading center for the region, drawing settlers to the area

through the turn of the twentieth century. By that time, several small agricultural communities called Etiwanda, Sansevain, and Bloomington had formed in the Jurupa Valley area. The Pleasant Valley School District was formed in 1886 and later became a voting district that encompassed communities such as Rubidoux, Mira Loma, Pedley, and Glen Avon (Lord, 2014; Kyle et al., 2002).

The late 1800s were a time of agricultural pursuits for most of the residents of the area that would become the City of Jurupa Valley. The expansion of the Southern Pacific Railroad into southern California meant a growing number of immigrants to the area. However, unlike the City of Riverside, the City of Jurupa Valley did not grow quickly into a larger metropolitan area, and the population remained relatively small with a more rural and agricultural base.

Approximately 0.5 mile south of the Project site lies the Flabob Airport, which was founded in 1925 and is one of the oldest continuously operated airports in California. Today, the airport is known as the home of Experimental Aircraft Association (EAA) Chapter One of the Antique Airplane Association, and the ground facilities cater to a variety of aircraft restoration and vintage specialists.

On July 1, 2011, the community of Rubidoux and the adjoining towns of Mira Loma, Pedley, Rubidoux, Glen Avon, and Sunnyslope were incorporated in the new City of Jurupa Valley. The largest industries in Jurupa Valley are construction, retail trade, and manufacturing. In 2019, the median household income in Jurupa Valley was $70,642, which is higher than the national average, and the median age is 32.1 with a total population of 105,653 (DATA USA, 2022).

History of the Project Site

The earliest U.S. Geological Survey topographic map (Southern California Sheet No. 1) shows Rubidoux Boulevard already in place, as well as the Santa Ana River channel in 1901. One structure is depicted in the northern portion within the Project site boundary. Additional roads and structures appear on the 1901 map, with little change until the 1943 map which depicts Wallace Street and many structures flanking it. Increased development of the Project area is evident in the 1957 *Fontana* Quad map, while maps from 1973 onward show fewer structures within the area. The aerial images provide greater detail regarding use of the Project site. Wallace Street appears on the 1938 image which also shows much of the area under cultivation or exhibiting a relatively uniform open space land surface with a more natural landscape to the east along the riverfront. Additional structures appear in the 1948 image, but it not until the 1966 aerial that the easternmost area within the Project site boundary also appears to be under cultivation and the large "racetrack" shaped feature is visible. According to the Phase I Environmental Site Assessment produced by Leighton and Associates in 1989 for the proposed Emerald Meadows Ranch development, the property at 2950 Wallace Street was developed as the Riverside Thoroughbred Farm, which operated from approximately 1971 to 1983 (Leighton, 2006). The training facility consisted of pastureland, a horse coral, horse stalls, a trailer and vehicle storage area, and a racetrack. Some additional buildings are present in the northern and central portions of the Project site by 1980. Sometime between 2005 and 2009, many of the structures in the northern part of the Project had been removed and the Project site appears vacant much as it does today.

Identified Cultural Resources

A total of 59 cultural resources have been previously recorded within the 0.5-mile records search radius, including 23 within the Project site boundary (**Table 4.4-1**). All resources within the Project site are historic residential buildings with the exception of the Jurupa Ditch, a large-scale historic

agricultural canal. All but one (P- 33-014342; 2861 Wallace Street) of the previously recorded buildings have been demolished since their recordation.

Table 4.4-1
PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN THE PROJECT SITE (APE)

Primary Number (P-33)	Trinomial (CA-RIV)	Date / Recorded By	Site Type	Description	Status
005648	5513H	1995 (J. A. Keller, Consulting Archaeologist); 2004 (J. Smallwood, CRM TECH)	Historic	Jurupa Ditch	Present
011193	--	2001 (D. Van Horn, Archaeological Associates)	Historic	3200 Rubidoux Blvd	Destroyed
014329	--	2004 (C. Tibbet, CRM TECH)	Historic	5477 30th Street	Destroyed
014330	--	2004 (C. Tibbet, CRM TECH)	Historic	2991 Hall Avenue	Destroyed
014331	--	2004 (C. Tibbet, CRM TECH)	Historic	2993 Hall Avenue	Destroyed
014332	--	2004 (C. Tibbet, CRM TECH)	Historic	2995 Hall Avenue	Destroyed
01433	--	2004 (C. Tibbet, CRM TECH)	Historic	2997 Hall Avenue	Destroyed
01434	--	2004 (C. Tibbet, CRM TECH)	Historic	2975 Hall Avenue	Destroyed
014335	--	2004 (C. Tibbet, CRM TECH)	Historic	2917 Hall Avenue	Destroyed
014336	--	2004 (C. Tibbet, CRM TECH)	Historic	2913 Hall Avenue	Destroyed
014337	--	2004 (C. Tibbet, CRM TECH)	Historic	2970 Hall Avenue	Destroyed
014338	--	2004 (C. Tibbet, CRM TECH)	Historic	2960 Hall Avenue	Destroyed
014339	--	2004 (C. Tibbet, CRM TECH)	Historic	2936 Hall Avenue	Destroyed
014340	--	2004 (C. Tibbet, CRM TECH)	Historic	2914 Hall Avenue	Destroyed
014341	--	2004 (C. Tibbet, CRM TECH)	Historic	2839 Wallace Avenue	Destroyed
014342	--	2004 (C. Tibbet, CRM TECH)	Historic	2861 Wallace Street	Present
014343	--	2004 (C. Tibbet, CRM TECH)	Historic	3081 Wallace Street	Destroyed
014344	--	2004 (C. Tibbet, CRM TECH)	Historic	2950 Wallace Street	Destroyed
014345	--	2004 (C. Tibbet, CRM TECH)	Historic	3121 Wallace Street	Destroyed
014346	--	2004 (C. Tibbet, CRM TECH)	Historic	3082 Wallace Street	Destroyed
014347	--	2004 (C. Tibbet, CRM TECH)	Historic	3078 & 3082 ½ Wallace Street	Destroyed

Primary Number (P-33)	Trinomial (CA-RIV)	Date / Recorded By	Site Type	Description	Status
014348	--	2004 (C. Tibbet, CRM TECH)	Historic	3182 Rubidoux Blvd.	Destroyed
014351	--	2004 (C. Tibbet, CRM TECH)	Historic	5003 34th Street	Destroyed

Source: ASM, 2022. See Appendix D71F

Architectural History Survey

The architectural history survey of the Project site was conducted by ASM Architectural Historian Lisa Demarais, M.A., and Laura Taylor Kung, M.A., on January 20, 2021. Buildings were recorded from the public right-of-way using hand-held tablets. Digital photographs were taken of each building and field notes recorded architectural features and condition. The survey area included both sides of Wallace Street north of 34th Street, and the north side of 34th Street from Rubidoux Boulevard east to the end of the street. Information from the Riverside County Assessor's Office was used to determine which parcels contained buildings older than 50 years old. These records were then verified using historic aerial photographs.

The architectural history survey resulted in the identification of 36 built environment resources within the Project area (see **Table 4.4-2**). None were found eligible under CRHR Criterion 3. Given the evident alterations to many of the buildings, it is likely that most would not retain sufficient integrity to convey any historical significance that would potentially make them eligible under CRHR Criteria 1 and 2, and therefore, unlikely to meet the definition of a historical resource as defined by CEQA. Additionally, the Jurupa Ditch was resurveyed, reevaluated, and confirmed that it is not eligible due to loss of integrity. No prehistoric archaeological resources were observed during the pedestrian field survey, while four historic period resources consisting of three water infrastructure features (which are combined as one feature), two remnant concrete pads associated with demolished structures, and an oval dirt road, along with a few isolated historic artifacts consisting of broken bottles, chunks of concrete, asphalt, brick, window glass, and other building materials were distributed throughout the Project area along with recently discarded furniture, clothing, and other residential items. The previous cultural resources surveys within the 0.5-mile buffer zone resulted in no prehistoric archaeological sites or isolates being recorded. The field surveys conducted for this Project observed no prehistoric and only minor historic artifacts and features.

The surveyed area is generally rural with a mixture of large parcels and smaller, subdivided lots containing several structures. All of the buildings were residential with the exception of one church property and a mobile home park with a permanent structure functioning as an office. The oldest property in the survey area dates to 1915 (although it was altered in 1935) and the latest was built in 1965. There was also a significant alteration made to a property in 1970. The majority of the houses were built during the 1940s and 1950s. In total, 36 parcels were included in the reconnaissance-level survey, some with multiple buildings on the parcel.

Table 4.4-2.
BUILDINGS IDENTIFIED IN THE PROJECT SITE GREATER THAN 50 YEARS OLD

APN	Address	Year Built	CRHR	Style
178-310-003	2861 Wallace St.	1959	N	Minimal Traditional
178-310-014	3167 Wallace St	1924	N	Late Craftsman
178-310-033	3152 Wallace St.	1938	N	Minimal Traditional
179-140-005	5557, 5565, 5567 34th St.	1945,1934/1944, 1930/1940	N	Minimal Traditional
179-140-006	5553 34th St.	1940	N	Minimal Traditional
179-140-007	5545 34th St.	1946,1958	N	Minimal Traditional
179-170-019	5455 34th St.	1965	N	Ranch
179-180-011	5421 34th St.	1934	N	Minimal Traditional
179-180-010	5413 34th St.	c.1930 c.1960	N	Craftsman, Ranch
179-180-015	3377 Wallace St.	1947	N	Minimal Traditional
179-180-008	3345 Wallace St.	1957	N	Ranch
179-180-007	3343 Wallace St.	1947	N	English Cottage
179-180-006	3333 Wallace St.	1951	N	Minimal Traditional
179-180-005	3327 Wallace St.	1951	N	NA
179-180-004	3317 Wallace St.	1920/1952	N	Late Craftsman
179-180-003	3309 Wallace St.	1952	N	Ranch
179-230-013	5337 34th St.	1949	N	Minimal Traditional
179-180-001	3295 Wallace St	1947	N	Minimal Traditional
179-230-014	5325 34th St.	1950	N	Minimal Traditional
179-230-018	5311 34th St.	1935	N	Spanish Colonial Revival
179-230-015	5297 34th St.	1948,1950	N	Minimal Traditional
179-230-017	5281 34th St.	1944,1958	N	Spanish Colonial Revival Minimal Traditional
179-270-035	5225 34th St.	1930	N	Spanish Colonial Revival
179-270-020	5219 34th St.	1915,1935	N	Minimal Traditional
179-270-034	5163 34th St.	1935	N	Minimal Traditional
178-310-018	3166 Wallace St.	1930	N	Late Craftsman
178-310-034	3156 Wallace St.	1938	N	Ranch
178-310-030	3150 Wallace St.	1946/70	N	Modern Shed
178-310-039	3112 Wallace St.	1951	N	Minimal Traditional
178-310-047	3120 Wallace St.	1938	N	None
178-310-040	3126 Wallace St.	1930	N	Late Craftsman
178-310-049	3110 Wallace St.	1952	N	Ranch
179-140-009	5479 34th St.	c.1930	N	Craftsman
178-310-017	3140 Wallace St.	c.1930	N	Minimal Traditional
179-270-018	5231 34th St.	1947	N	Minimal Traditional
179-239-015	5305 34th St.	1930	N	Late Craftsman

Source: ASM, 2022. See Appendix D71F

Recorded Archaeological Sites

ASM requested a records search from the Eastern Information Center (EIC) at the University of California, Riverside to identify any previous studies conducted or previously recorded sites located within a 0.5-mile radius of the Project site. The search included review of all maps and files housed at the EIC related to the Project area. The search identified 40 previous cultural resource studies that

had been conducted within the 0.5-mile radius. Full lists of reports and resources created by the EIC are provided as Attachment B in **Appendix D7**. The records search did not identify any prehistoric sites within the Project site boundary.

The Jurupa Ditch (CA-RIV-5513H), located within the Project site, was originally constructed as an open ditch in the mid-nineteenth century, later converted to concrete piping in the 1920s and 1930s. It was originally recorded in 1995 by J. Keller, as a primarily underground irrigation channel with sections dating to as early as 1843. It was noted at that time that the ditch was primarily composed of two subsurface parallel concrete pipes. The ditch was re-surveyed and evaluated in 2004 by B. Tang et al. of CRM TECH. The ditch was noted to be important to development of the area during the mid-to-late nineteenth century. However, it was recommended ineligible for the CRHR due to lack of integrity. ASM resurveyed a portion of the ditch on April 28, 2022. ASM concurs with the prior evaluation from 2004 that although the ditch is associated with significant development of the Jurupa Valley, it no longer retains sufficient integrity to convey that historical significance under any CRHR criteria.

Previous Archaeological Investigations

Previous archaeological investigations requested from the EIC at the University of Riverside identified 36 residential properties older than 50 years, and the Jurupa Ditch (CA-RIV-5513H), which was recommended ineligible for the CRHR due to lack of integrity based on an evaluation by B. Tang et al. of CRM TECH in 2004 (see **Table 4.4-1** above). The prior surveys did not identify any prehistoric sites in the Project site boundary.

Pedestrian Survey

A reconnaissance survey was conducted by ASM Senior Archaeologist Sherri Andrews, M.A., RPA, on January 20, 2022, to assess the Project site and evaluate current conditions to inform the subsequent pedestrian survey. On April 28 and 29, 2022, a pedestrian archaeological survey of approximately 30 percent of open space within the Project site was conducted by ASM Associate Archaeologists Holly Drake, M.A., RPA, and Zaira Marquez, M.A. The 30-percent sample was selected to exclude the limited areas that had been subject to earlier survey (Gust, 2004) in order to maximize coverage within the sampling size constraint.

The majority of the Project site was found to be disturbed with evidence of both prior agricultural use and residential development that has since been demolished. The Project site, much of which appears to have been previously plowed and bulldozed, was found to contain scatters of broken and displaced building materials and residential refuse. Chunks of concrete, asphalt, brick, window glass, and other building materials were distributed throughout the Project site along with recently discarded furniture, clothing, and other residential items. Dumping within the Project site appears to be ongoing. Ground surface visibility was variable throughout the Project site due to the presence of dense patches of invasive grasses, but where ground surface was visible, soils appeared disturbed as a result of previous construction and agricultural activities.

Three water infrastructure features were identified in the northeastern portion of the Project site boundary, in association with a glass bottle base manufactured by the Universal Glass Products Co. 1930-1962 (Toulouse, 1971). One of the features appears to be an abandoned concrete-encased well, one appears to be a concrete pipe stand, and the other appears to be a brick-lined subsurface cistern or other water storage feature.

Throughout the remainder of the Project site, two isolated historic bottles were identified including an intact Bayer prescription bottle manufactured by Owens-Illinois in 1936 and the base of a bottle manufactured by the Glass Containers Corp. between 1945 and 1968 (Toulouse, 1971). All of the identified artifacts were found in a disturbed context and were likely to have been relocated and/or damaged by post-depositional processes.

The archaeological pedestrian survey of a 30-percent sample of the current open space within the Project site boundary did not result in the identification of any prehistoric cultural resources and only a few isolated historic artifacts. These results were similar to those reported in the cultural study that was undertaken in support of the earlier Emerald Meadows Ranch Project (Gust, 2004), during which another smaller, partial pedestrian survey within the Project site boundary was undertaken. In both cases, much of the Project site was unavailable for direct survey due to imported fill, residential development, and dense vegetation.

4.4.2 Notice of Preparation/Scoping Comments

No written comments pertaining to Project impacts on cultural resources were received during the EIR scoping phase. Two emails relevant to tribal cultural resources were received and are described in **Section 4.17** Tribal Cultural Resources, of this DEIR.

4.4.3 Regulatory Framework

The treatment of cultural resources is governed by federal, state, and local laws and guidelines. There are specific criteria for determining whether prehistoric sites or objects are significant and thus protected by law. Federal and state significance criteria generally focus on the integrity and uniqueness of the resource, its relationship to similar resources, and its potential to contribute information important to scholarly research. Some resources that do not meet federal significance criteria may be considered significant by state criteria. The laws and regulations seek to mitigate Project impacts on significant prehistoric and historical-period resources.

Federal

National Historic Preservation Act (NHPA) of 1966

The NHPA of 1966 authorized the National Register of Historic Places (NRHP) and coordinates public and private efforts to identify, evaluate, and protect the Nation's historic and archaeological resources. The NRHP includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of projects on historic properties.

National Register of Historic Places

The NRHP is "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." (Title 36 Code of Federal Regulations, Part 60.2.)

Criteria

The NHPA, enacted in 1966, established the National Register program under the Secretary of the Interior. The National Register established four criteria to evaluate significance and eligibility for listing. They are:

1. Property is associated with events that have made a significant contribution to the broad patterns of our history.

2. Property is associated with the lives of persons significant in our past.

3. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

4. Property has yielded, or is likely to yield, information important in prehistory or history.

Context

To qualify for the National Register, "a property must be significant; that is, it must represent a significant part of the history, architecture, archaeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of properties associated with that aspect of the past." (National Park Service [NPS], 1995: p. 7). Additionally, National Register Bulletin #15 states that the significance of a historic property can be judged and explained only when it is evaluated within its historic context. The Bulletin defines Historic contexts as: "…historical patterns that can be identified through consideration of the history of the property and the history of the surrounding area" (NPS, 1995: p. 7).

Integrity

In addition to context, a property must have integrity, which is defined as: "…the ability of a property to convey its significance" (NPS, 1995: p. 44). The seven aspects of integrity include location, design, setting, materials, workmanship, feeling, and association. "To retain historic integrity a property will always possess several, and usually most, of the aspects" (NPS, 1995: p. 44).

Historic Districts

A Historic District "…possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties" (NPS, 1995: p. 5).

These same criteria are detailed in Title 36 of the Code of Federal Regulations Part 60.3(d).

State

California Register of Historical Resources (Public Resource Code § 5024.10 et seq.)

State law protects cultural resources by requiring evaluations of the significance of historical resources in California Environmental Quality Act (CEQA) documents. A cultural resource is an important historical resource if it meets any of the criteria found in § 15064.5(a) of the *State CEQA Guidelines*. These criteria are similar to those used in federal law. The California Register of Historical Resources (CRHR) is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state historical landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

As detailed in Public Resources Code § 5024.1, the California Register is an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.

For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (California Public Resources Code [PRC] § 21084.1). 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;

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

Properties formally determined eligible for the NRHP are automatically listed in the CRHR.

The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, § 4852).

California Environmental Quality Act (CEQA)

CEQA requires the lead agency to consider whether the Project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per PRC § 21083.2. In PRC § 21083.2(g), CEQA defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA Guidelines (Title 14 of the CCR § 15064.5) states that historical resources include:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources PCR § 5024.1, Title 14 CCR, § 4850 et seq.);

2. A resource included in a local register of historical resources, as defined in § 5020.1(k) of the PRC or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the PRC; and

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered an historic resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

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, or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC §§ 5020.12(j) or 5024.1.

A significant impact would occur under CEQA if the Project results in a substantial adverse change in the significance of a historical resource as defined in § 15064.5(a). A substantial adverse change in the significance of a historical resource, per CEQA Guidelines, means: "…physical demolition, destruction, relocation, or alternation of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. "

The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resources that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to *§* 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of *§* 5024.1(g) of the PRC, unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

Section 15064.5(b)(3) of CEQA states that:

> "*Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource*."

Human Remains

According to § 15064.5 of the *State CEQA Guidelines*, all human remains are a significant resource. § 15064.5 of the *State CEQA Guidelines* also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC § 5097. Per PRC § 5.97.98(a): Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of § 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents 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 remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

California Health and Safety Code

The California Health and Safety Code § 7050.5 states that if human remains are discovered during construction on a project's site, no further disturbance shall occur until a county coroner makes a determination of origin and disposition of the remains. If the county coroner determines the remains are not subject to his or her authority and recognizes the remains to be those of Native American, the county coroner must contact the Native American Heritage Commission within 24 hours.

4.4.4 Methodology

ASM Affiliates searched for the presence of historic properties within the Area of Potential Effects (APE) through background research, desktop visual inspections of the APE, and pedestrian survey. Specific identification efforts for this undertaking are discussed below. The APE (**Figure 4.4-1**) includes the Project footprint. Ground disturbance has occurred in areas that have been affected by imported fill, residential development, and agricultural use. Based on the proximity of the Project site boundary to the Santa Ana River, there is a heightened potential for prehistoric resources.

The EIC is the regional repository for the California Historical Resources Information System (CHRIS). A cultural resource records and literature search was conducted by EIC staff utilizing a half-mile buffer beyond the APE. The record search there included archaeological site records and reports, California Points of Historical Interest, California Historical Landmarks, the CRHR, the NRHP, the California Historical Resources Inventory, and the Caltrans Historic Bridge Inventory. The record search only includes the results of previous archaeological or historical surveys and other investigations.

As noted earlier, a reconnaissance survey was conducted on January 20, 2022. A pedestrian survey was conducted on April 28 and 29, 2022. The pedestrian survey consisted of walking, visually inspecting, and photographing the exposed ground surface and landscaped areas throughout the Project site using standard archaeological procedures and techniques.

4.4.5 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. "Significance Criteria" may be included in a Threshold of Significance to provide local context.

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 historical resource pursuant § 15064.5 .

- **Under the City's local significance threshold, the project would have significant effects if:** The project causes a substantial adverse change or materially alters a resource as described in CEQA Guidelines §15064.S(b).

- The project causes a substantial adverse change or materially alters a resource as identified in General Plan Table 4.1: Designated Historic Structures in Jurupa Valley as amended from time to time.

b) Cause a substantial adverse change in the significance of an archaeological resource according to §15064.5.

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a "historic" or "unique" archaeological resource pursuant to CEQA Guidelines §15064.S(c).

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

Under the City's local significance threshold, the project would have significant effects if: The project disturbs any human remains, including those interred outside of formal cemeteries.

4.4.6 Environmental Impact Analysis

Threshold a): Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

- **Under the City's local significance threshold, the project would have significant effects if:** The project causes a substantial adverse change or materially alters a resource as described in CEQA Guidelines §15064.S(b).

- The project causes a substantial adverse change or materially alters a resource as identified in General Plan Table 4.1: Designated Historic Structures in Jurupa Valley as amended from time to time.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs that are related to historical resources.

Project Design Features (PDFs)

The are no PDFs applicable to historical resources.

A.2 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:

- 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 to prehistory or history.

As part of the Project-specific Phase I Cultural Resource Survey, through a search of existing records, additional background research, and a pedestrian field survey, ASM evaluated whether any historic resources exist at the Project site.

EIC Records Search

As noted, a cultural records search for the Project site and the surrounding area within a 0.5-mile radius was conducted at the EIC at UCR. A total of 59 cultural resources have been previously recorded within the 0.5-mile records search radius, including 23 within the Project site boundary (**Table 4.4-1**). Resources within the Project area are all historic residential buildings with the exception of the Jurupa Ditch, a large-scale historic agricultural canal. All but one of the previously recorded residential buildings (P-33-014342; 2861 Wallace Street) have been demolished since their recordation.

Architectural History Survey

The architectural history survey of the Project site was conducted on January 20, 2021. The survey area included both sides of Wallace Street north of 34th Street, and the north side of 34th Street from Rubidoux Boulevard east to the end of the street. Information from the Riverside County Assessor's

Office was used to determine which parcels contained buildings older than 50 years old. These records were then verified using historic aerial photographs.

The architectural history survey resulted in the identification of 36 built environment resources within the Project area. None were found eligible under CRHR Criterion 3. Given the evident alterations to many of the buildings, it is likely that most would not retain sufficient integrity to convey any historical significance that would potentially make them eligible under CRHR Criteria 1 and 2, and therefore, unlikely to meet the definition of a historical resource as defined by CEQA. Additionally, the Jurupa Ditch was resurveyed, reevaluated, and confirmed that it is not eligible due to loss of integrity. No prehistoric archaeological resources were observed during the pedestrian field survey, while four historic period resources consisting of three water infrastructure features (which are combined as one feature), two remnant concrete pads associated with demolished structures, and an oval dirt road, along with a few isolated historic artifacts consisting of broken bottles, chunks of concrete, asphalt, brick, window glass, and other building materials were distributed throughout the Project area along with recently discarded furniture, clothing, and other residential items. The previous cultural resources surveys within the 0.5-mile buffer zone resulted in no prehistoric archaeological sites or isolates being recorded. The field surveys conducted for this Project observed no prehistoric and only minor historic artifacts and features.

The surveyed area is generally rural with a mixture of large parcels and smaller, subdivided lots containing several structures. All of the buildings were residential with the exception of one church property and a mobile home park with a permanent structure functioning as an office. The oldest property in the survey area dates to 1915 (although it was altered in 1935) and the latest was built in 1965. There was also a significant alteration made to a property in 1970. The majority of the houses were built during the 1940s and 1950s. In total, 36 parcels were included in the reconnaissance-level survey, some with multiple buildings on the parcel (**Table 4.4-2**).

The Jurupa Ditch (CA-RIV-5513H), which is located within the Project site boundary, was originally constructed as an open ditch in the mid-nineteenth century, later converted to concrete piping in the 1920s and 1930s. It was originally recorded in 1995 by J. Keller and described as a primarily underground irrigation channel with sections dating to as early as 1843. It was noted at that time that the ditch was primarily composed of two subsurface parallel concrete pipes. The ditch was re-surveyed and evaluated in 2004 by B. Tang et al. of CRM TECH, who noted that the ditch was important to development of the area during the mid-to-late nineteenth century. However, it was recommended ineligible for the CRHR due to lack of integrity. ASM resurveyed a portion of the ditch on April 28, 2022. ASM concurs with the prior evaluation from 2004 that it no longer retains sufficient integrity to convey that historical significance under any CRHR criteria.

Archaeological Survey

As noted earlier, a brief reconnaissance was conducted by ASM on January 20, 2022, to assess the Project site and evaluate current conditions to inform the logistics of the subsequent survey. All open space within the Project site boundary was subjected to intensive archaeological pedestrian survey. On April 28 and 29, 2022, a pedestrian archaeological survey of approximately 30 percent of open space within the Project site boundary was conducted by ASM, and the remainder of the Project site was surveyed July 10-13, 2022.

The majority of the Project site was found to be disturbed with evidence of both prior agricultural and residential development that has since been demolished.

Four newly identified historical period resources were documented as a result of the archaeological survey; these resources are described briefly below and DPR forms were prepared. In addition to the documentation of the newly identified resources (see **Table 4.4-2**), the locations of all previously documented resources within the Project site boundary (see **Table 4.4-1**) were field-checked and DPR updates were created.

Three water infrastructure features were identified and recorded together in the northeastern portion of the Project site, in association with a glass bottle base manufactured by the Universal Glass Products Co. between 1930 and 1962. One of the features appears to be an abandoned concrete-encased well, one appears to be a concrete pipe stand, and the other appears to be a brick-lined subsurface cistern or other water storage feature.

Two additional resources are concrete pads with small amounts of associated historical-period refuse. One is a 30 x 15-foot pad likely associated with a former structure that existed sometime between 1938 and 1966. A large, approximately 2,500-foot historic debris scatter is located approximately 100 feet southeast of the concrete pad. The debris represent a secondary deposit and is smeared along a faint 115-foot northeast to southwest-trending dozer-grubbing track. Two isolated artifacts are also present in the area between the structure pad and debris scatter: a small aquamarine glass container fragment, and two small fragments of the same amethyst glass container fragment. The other concrete pad that was documented is partially buried, approximately 12 feet wide and 2.5 inches deep, and of unknown length. It is in poor condition, chipped and cracked, and is surrounded by non-diagnostic modern and historic debris. Based on historic aerials, the pad is related to a residence constructed by 1966 and demolished between 2005 and 2009.

The fourth newly documented resource consists of a 0.5-mile (approximately 1,200 feet x 500 feet) oval dirt road constructed sometime between 1959 and 1966 based on historic aerials, and first appearing on 1969 topo map. The function of the track is unknown. Today it is used for UTV/ATV racing. In aerials from 1985, the surface appears to have been paved, but the pavement has since been removed. Partially buried segments of a potentially historic east-west pipe alignment are also located within the area surrounded by the dirt oval. The exposed trench containing the pipe is first visible in 1980; it is unknown whether the trench was made to install or to remove the pipe. However, the overall state of corrosion of the pipe, together with the fact that portions appear to have been demolished, points toward the latter.

All prior recorded resources within the Project site are historic residential buildings, with the exception of the Jurupa Ditch, a large-scale historic agricultural canal. All but one (P- 33-014342; 2861 Wallace Street) of the previously recorded buildings have been demolished since their recordation. The historic ditch is no longer eligible for the CRHR. Historic resources observed and recorded during the pedestrian survey were evaluated and found to be not significant and not eligible for the CRHR. Therefore, the Project would have no adverse impact to historic resources.

While it is unlikely that historical resources would be adversely affected by construction of the Project, grading activities associated with development of the Project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic archeological resources. In the event of an unanticipated discovery, implementation of mitigation measure **CUL-1 and CUL-2** described below would ensure that impacts on historical resources would be less than significant.

Level of Significance Before Mitigation: Impacts on historical resources could potentially be significant.

A.3 Mitigation Measures

MM CUL-1: **Cultural Resources Monitoring Program (CRMP)**. Prior to issuance of any grading permit, the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). The CRMP shall identify the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of a CRMP along with the executed copies of Monitoring Agreements with the Gabrieleno Band of Mission Indians-Kizh Nation, , Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation, either individually or collectively, shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. At the conclusion of monitoring, if resource(s) are determined to be less than significant, written evidence that monitoring was completed shall be provided to the Jurupa valley Planning Department. If any resources(s) are significant, Cultural Resources Mitigation Measure CR-2 shall apply.

MM CUL-2: **Treatment Plan.** A Treatment Plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The Treatment Plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall include a statement that the preparation of the Treatment Plan was discussed with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. The statement shall identify the date(s) and contact persons involved. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation.

A.4 Level of Significance After Mitigation

Impacts would be less than significant after mitigation.

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

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a "historic" or "unique" archaeological resource pursuant to CEQA Guidelines §15064.S(c).

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs for this Project related to archaeological resources.

Project Design Features (PDFs)

The are no PDFs applicable to archaeological resources.

B.2 Impact Analysis

Archaeological resources refer to surface or buried material remains, buried structures, or other items used or modified by people. Prehistoric archaeological resources predate European presence in the western Riverside County region, and can include villages or campsites, food remains, basketry fragments, shell and stone tools and tool making debris. Ethnohistoric or protohistoric archaeological resources are those that can be attributed to native cultures, but include evidence of European contact, such as trade beads or other goods in a site that otherwise appear to be prehistoric. Historic archaeological sites are those deposits that postdate European contact.

The architectural history survey resulted in the identification of 36 built environment resources within the Project site boundary. None were found eligible under CRHR Criterion 3. There is one shed-style single-family residence in the survey area that was altered in 1970, and thus lacked integrity. Given the evident alterations to many of the buildings, it is likely that most would not retain sufficient integrity to convey any historical significance that would potentially make them eligible under CRHR Criteria 1 and 2, and therefore, unlikely to meet the definition of a historical resource as defined by CEQA. Additionally, the Jurupa Ditch was resurveyed, reevaluated, and confirmed that it is not eligible due to loss of integrity. No prehistoric archaeological resources were observed during the pedestrian field survey while four historic period resources consisting of three combined water infrastructure features, two remnant concrete pads associated with demolished structures, and an oval dirt road, along with a few isolated historic artifacts consisting of broken bottles, chunks of concrete, asphalt, brick, window glass, and other building materials were distributed throughout the Project site along with recently discarded furniture, clothing, and other residential items. The previous cultural resources surveys within the 0.5-mile buffer zone resulted in no prehistoric archaeological sites or isolates being recorded. The field surveys conducted for this Project observed no prehistoric or historic artifacts and features.

However, grading activities associated with development of the Project would cause new subsurface disturbance and could result in the unanticipated discovery of unique archeological resources. Therefore, mitigation measures **CUL-1** and **CUL-2** are recommended.

Level of Significance Before Mitigation: Impacts on archaeological resources would be significant.

B.3 Mitigation Measures

Mitigation Measures CUL-1 and CUL-2 apply.

B.4 Level of Significance After Mitigation

Impacts would be less than significant after mitigation.

Threshold c): Would the project disturb human remains, including those interred outside of dedicated cemeteries?

Under the City's local significance threshold, the project would have significant effects if: The project disturbs any human remains, including those interred outside of formal cemeteries.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts regarding human remains. 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.

Project Design Features (PDFs)

The are no PDFs applicable to human remains.

C.2 Impact Analysis

The Project is proposed on a site that has been graded and in use since 1929. The fully built environment of the Project site and elevation relative to adjacent roads and parcels suggests that there was significant cut-and-fill of the ground surface here for construction, with no native surface soil remaining. During previous ground disturbance activities, no human remains were identified or recorded onsite. In the unlikely event that human remains are discovered during precise grading or construction activities, the Project would be subject to California Health and Safety Code § 7050.5, CEQA § 15064.5, and California Public Resources Code § 5097.98.

California Health and Safety Code § 7050.5 identifies procedures for the unlikely discovery of human remains. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts.

Level of Significance Before Mitigation: With implementation of PPP 4.4-1, Compliance with Selected California Health and Safety Code and Public Resources Code sections, impacts on human remains would be less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

4.4.7 Cumulative Impacts

No prehistoric or historic archaeological resources were observed during the pedestrian field survey. The previous cultural resources surveys within the 0.5-mile buffer zone resulted in no prehistoric archaeological sites or isolates being recorded at the Project site or within the 0.5-mile buffer zone. However, the previous development of the property for agricultural (ranching) and residential use (recently demolished) suggests that unidentified historic resources could be present. The fully-built environment of the Project site and elevation relative to adjacent roads suggests that ground here has been significantly cut and filled, with no original surface soil remaining.

Grading operations could uncover subsurface cultural resources and result in a potentially significant impact to cultural resources; therefore, mitigation measures have been developed to reduce impacts to less than significant. Impacts to archaeological resources and human remains identified within the Project site and implementation of mitigation measures **CUL-1** and **CUL-2** would reduce these impacts to a less than significant level; implementation of the proposed Project would not create or contribute to a cumulative impact on cultural resources.

Additional projects in the area or region would also involve grading and excavation activities and could significantly impact historical or archaeological resources that may be on or buried in soil under those sites. Each Project would be evaluated under CEQA for potential impacts to cultural resources. If warranted, each Project would be required to implement mitigation measures, to reduce potential impacts. Therefore, in combination with past, present, and reasonably foreseeable projects, the Project would result in a less than significant cumulative impact with respect to cultural resources.

4.5 Energy

4.5.1 Existing Conditions

Electricity Consumption

Southern California Edison Company (SCE) will provide electricity to the Project site from existing electrical service lines. The utility obtained 30.9 percent of its power supply from renewable sources in 2020 and includes 50 percent and 100 percent renewable Green Rate options. Therefore, the utility would provide power when needed onsite that is derived from a greater percentage of renewable sources.

Natural Gas Consumption

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.

More than 90 percent of the natural gas used in California is produced from basins in Texas and New Mexico. SoCalGas has a "network of transmission pipelines and four interconnected storage fields to deliver natural gas to nearly six million residential and business customers. The gas transmission system extends from the Colorado River on the east of the SoCalGas approximately 20,000-square-mile service territory, to the Pacific Coast on the west, and from Tulare County to the north, to the United States/Mexico border to the south supporting 21 million consumers in Southern California. SoCalGas operates four storage facilities that interconnect with its gas transmission system. These storage facilities - Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey - are located near the primary load centers of the SoCalGas system" (SoCalGas, 2022b).

Transportation Energy

According to the Unites States Energy Information Administration (USEIA, 2021), transportation accounted for nearly 28 percent of California's total energy consumption in 2021. Petroleum-based fuels currently account for 90 percent of California's transportation energy sources. However, as discussed in previous sections, the state has been working for over a decade on developing strategies and regulations for reducing petroleum use, such as use of alternative fuels and reducing vehicle miles traveled. The CEC predicts that the demand for gasoline will continue to decline over the next ten years, and that there will be an increase in the use of alternative fuels.

4.5.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for public review on March 31, 2022, and a public scoping meeting was held April 20, 2022 at the City of Jurupa Valley City Hall. No energy-related comments were made during the EIR Scoping Meeting.

4.5.3 Regulatory Framework

Federal

Corporate Average Fuel Economy (CAFE) Standards

Enacted in 1975, the Corporate Average Fuel Economy (CAFE) Standards aim to reduce energy consumption by improving the fuel economy of cars and light trucks. CAFE standards are regulated by the Department of Transportation's National Highway Traffic and Safety Administration (NHTSA). NHTSA sets and enforces CAFE standards under the Energy Policy and Conservation Act (EPCA) and the U.S. Environmental Protection Agency (USEPA) calculates average fuel economy levels and sets GHG standards under the Clean Air Act. On April 1, 2022, the NHTSA announced new, landmark fuel economy standards which follow President Biden's executive order to drive American leadership forward on clean cars. The new standards will make vehicle miles per gallon more efficient, save consumers money at the pump, and reduce transportation emissions. The new CAFE standards for model year 2024-26 will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards (USDOT, 2022).

Energy Independence and Security Act

Enacted in 2007, the Energy Independence and Security Act (EISA) reinforces energy reduction goals by aiming to increase the production of clean renewable fuels, improve efficiency of products, and promote research on GHG capture options. Additionally, the EISA aims to protect American consumers by moving the United States toward increased energy independence and security. Three primary provisions of the EISA are (1) the CAFE standards, (2) the Renewable Fuel Standard, and (3) the appliance/lighting efficiency standards (USEPA, 2022).

State

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The Title 24 standards are updated on a three-year schedule, with the most current 2022 standards adopted on August 11, 2021. In December, 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The Building Energy Efficiency Standards (Energy Code) apply to newly constructed buildings, additions, and alterations. They are a vital pillar of California's climate action plan. The 2022 Energy Code will produce benefits to support the state's public health, climate, and clean energy goals. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The latest version of Title 24 of the California Code of Regulations (Title 24) became effective on January 1, 2023. Building permit applications submitted after January 1, 2023 must comply with the 2022 Energy Code. Public Resources Code § 25402 subdivisions (a)-(b) and § 25402.1 emphasize the importance of building design and construction flexibility by requiring the CEC to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space (CEC, 2022).

The 2022 Energy Code reorganizes low-rise (three or fewer habitable stories) and high-rise (four or more habitable stories) multifamily buildings into one building type, updates the multifamily buildings definition, and moves all requirements for multifamily buildings to their own subchapters under §§ 160.0-180.4. Major changes to nonresidential and hotel/motel building requirements include new photovoltaic (PV) and energy storage system requirements, a prescriptive heat pump space-conditioning baseline for certain climate zones, requirements for dedicated outdoor air systems (DOAS), and the addition of new covered processes, including controlled environment horticulture spaces. A definition for "Multifamily Building" was added, and multifamily buildings now have their own sections, beginning with §160.0 (State of California, 2023).

On November 17, 2022, the City Council of the Jurupa Valley adopted an amendment to the Chapter 8.05 – Adoption of Construction Codes to Title 8 of the Jurupa Valley Municipal Code. This amendment includes the adoption of the California Energy Code 2022 edition (CCR Title 24, Part 6) under Municipal Code § 8.05.010(7) (City of Jurupa Valley, 2022d).

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (Title 24) was developed in response to continued efforts to reduce energy, water, and material consumption. The most current version is the 2022 California Green Building Standards Code (CalGreen), which became effective on January 1, 2023 (DGS, 2022). One focus of CCR Title 24, Part 11 is on clean air vehicles and increasing requirements for electric vehicle (EV) charging infrastructure, which would reduce pollutant emissions. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional EV charging space requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification.

As discussed earlier, the Jurupa Valley City Council adopted an amendment that includes the California Green Building Standards 2022 edition (CCR Title 24, Part 11) under Municipal Code § 8.05.010(8) (City of Jurupa Valley, 2022d).

California Renewable Portfolio Standard

Senate Bill 1078 (SB 1078), enacted in 2002, required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. In 2006, Senate Bill 107 (SB 107) changed the target date to 2010. Executive Order S-14-08, signed on November 2008, changed the State's Renewable Energy Standard to 33 percent renewable energy by 2020. The executive order was codified by Senate Bill X1-2. Finally, Executive Order S-21-09 directed the Air Resources Board (ARB) to adopt regulations by July 31, 2010 to enforce S-14-08.

Senate Bill 350

Senate Bill 350 (SB 350), the Clean Energy and Pollution Reduction Act, was enacted in 2015 and includes aggressive clean energy goals in an effort to address climate change. The law creates new clean energy, clean air, and greenhouse gas (GHG) reduction goals for 2030. SB 350 adopts a GHG reduction target of 40 percent below 1990 levels by setting targets for efficiency and renewable electricity, primarily in the energy and transportation sectors. The Act is part of a larger effort to reduce GHG emissions to 80 percent below 1990 levels by 2050. To implement SB 350, the Energy Commission is working closely alongside the California Public Utilities Commission (CPUC) and the

ARB. Additionally, SB 350 tasks state agencies with studying and identifying barriers to, and opportunities for, utilizing clean, renewable energy in low-income communities (CEC, 2022a).

Senate Bill 100

Senate Bill 100 (SB 100), officially known as "The 100 Percent Clean Energy Act of 2018," requires that public utilities, including electric corporations, must design renewable energy portfolios so that all retail sales by 2045 are generated from renewable and zero-carbon energy sources. SB 100 updates the state's Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California's electricity is renewable (CEC, 2022b).

Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 required ARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective.

ARB's AB 32 Scoping Plan, which was adopted in 2009, proposes a variety of measures including strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2017 Climate Change Scoping Plan, builds upon the former Scoping Plans and Updates by outlining priorities and recommendations for the State to achieve its long-term climate objectives. This Plan establishes a proposed framework of action for California to meet the climate target of a 40 percent reduction in GHGs by 2030, compared to 1990 levels. The major elements of the framework proposed are enhancements of the Renewables Portfolio Standard and the Low Carbon Fuel Standard; a Mobile Source Strategy, Sustainable Freight Action Plan, Short-Lived Climate Pollutant Reduction Strategy, Sustainable Communities Strategies, and a Post-2020 Cap-and-Trade Program; a 20 percent reduction in GHG emissions from the refinery sector and an Integrated Natural and Working Lands Action Plan (ARB, 2017).

On December 15, 2022, ARB approved the final proposed 2022 Scoping Plan, a world-leading roadmap to address climate change that cuts greenhouse gas emissions by 85 percent and achieves carbon neutrality in 2045. The 2022 Scoping Plan provides a detailed sector-by-sector roadmap to guide the world's fourth-largest economy away from its current dependence on petroleum and fossil gas to clean and renewable energy resources and zero-emission vehicles (ARB, 2022).

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), adopted in 2009 and implemented in 2011, is designed pursuant to California AB 32 and Executive Order S-01-07. The LCFS is one of nine action measures to reduce California's GHG emissions and emissions that cause climate change and smog-forming pollutants by improving vehicle technology, improving fuel efficiency, and increasing alternative transportation options. The LCFSs encourage production and use of clean low-carbon fuels across the state and establish a ten percent reduction in carbon intensity of fuel products by 2020. Moreover, providers of transportation fuels in the state must meet LCFS carbon intensity standards for each annual compliance period. The ARB administers the LCFS (ARB, 2022a).

California Air Resources Board (ARB) Advanced Clean Cars Regulation

The Advanced Clean Cars regulation was adopted in 2012 by the ARB in an effort to reduce emissions from passenger vehicles. Regulations were developed in coordination with the USEPA and NHTSA, and aim to control criteria pollutants and GHG emissions. The program aims to promote the development of environmentally advanced cars that promote high performance while also reducing smog-forming pollution and GHG emissions (ARB, 2022b).

ARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The ARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling[23] was adopted to reduce public exposure to particulate matter and associated toxic air contaminants by establishing restrictions, emissions standards, and other requirements for heavy-duty diesel engines. The regulation applies to any person, business, or agency that operates diesel-fueled vehicles within the State of California. A primary requirement is that drivers may not idle diesel engines for greater than five minutes at any location (California Code of Regulations Title 13 Section 2485), which would also serve to reduce fuel energy consumption.

Sustainable Communities and Climate Protection Act of 2008 - SB 375

SB 375 promotes the State's climate goals by helping reduce GHG emissions through coordinated transportation, housing, and land use planning. Under SB 375, the ARB creates regional targets for GHG reductions from passenger vehicles for 2020 and 2035 for the 18 metropolitan planning regions. The targets were last updated in 2018. In accordance with SB 375, each metropolitan planning organization (MPO) must develop a Sustainable Communities Strategy (SCS) that would allow the region to meet the ARB's targets. Additionally, SB 375 provides incentives to encourage sustainable development, including CEQA exemptions § 65583 (8) requires housing elements to include an analysis of opportunities for energy conservation with respect to residential development., (ARB, 2022c; California Legislative Information, 2008).

Assembly Bill 758

Assembly Bill 758 (AB 758), adopted in 2009, requires the California Energy Commission (CEC) to develop a comprehensive program to achieve greater energy savings in the state's residential and nonresidential buildings. AB 758 requires publicly-owned electric utilities to implement energy efficiency programs that encourage energy savings in GHG reductions and report its implementation status to the state. Programs may include, but are not limited to, upgrading infrastructure or providing consumers with information on energy usage (California Legislative Information, 2021).

Senate Bill 1389

Senate Bill 1389 (SB 1389), adopted in 2002, requires the CEC to develop an integrated energy policy report on or before November 2003, and every two years thereafter. The bill requires the commission to conduct assessments and forecasts to evaluate energy supply, production, distribution, demand and price (California Legislative Information, 2002). The Final 2022 IEPR Update was published on February 3, 2023, and provides updates on historical data, economic and demographic projections, and electricity rates, as well as an update to the hourly forecast to consider the September 2022 heat event. These issues will require action if the state is to meet its climate, energy, air quality, and other

[23] 13 California Code of Regulations § 2485.

environmental goals while maintaining reliability and controlling costs. It incorporates a new approach to assessing the transportation sector, given the rapid advancements in transportation electrification. Also, a new framework has been created that better aligns with how the forecast is used — it includes a baseline forecast, a planning forecast, and a local reliability scenario (CEC, 2022c).

California Environmental Quality Act

Appendix F of the CEQA Guidelines, titled Energy Conservation, identifies the state's goals of conserving energy and presents means of achieving the goal, including decreased per capita energy consumption, decreased reliance on natural gas, and increasing reliance on renewable energy. To ensure that energy implications are considered when assessing proposed projects, CEQA requires that EIRs discuss potential energy impacts with an emphasis on reducing inefficient consumption of energy. Appendix F details the manner in which impacts to energy must be addressed in various parts of an EIR, including, but not limited to, the Project description, mitigation measures, and alternatives.

Assembly Bill 1109

California Assembly Bill 1109 (AB 1109), also known as the Lighting Efficiency and Toxics Reduction Act, required reductions in energy usage for lighting and is structured to reduce lighting electrical consumption by (1) at least 50 percent from 2007 levels for indoor residential lighting, and (2) at least 25 percent from 2007 levels for indoor commercial and all outdoor lighting by 2018.

Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

In compliance with SB 375, the Southern California Association of Governments (SCAG) adopted its Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) in September 2020. A primary goal of the plan is to promote mobility and transportation services across the SCAG region, and in turn meet goals set by the ARB. The RTP/SCS applies to six counties under SCAG's jurisdiction: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The plan charts a path toward a more mobile, sustainable, and prosperous region by making key connections between transportation networks, between planning strategies and between the people whose collaboration can make plans a reality. The goals of Connect SoCal fall into four core categories: economy; mobility; environment; and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies including opportunities for energy conservation, equity and resilience in order to adequately reflect the increasing importance of these topics in the region (SCAG, 2020a; California Legislative Information, 2008).

The main focus of the SCS is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also part of a larger effort to address other development issues, including transit and vehicle miles traveled (VMT), which influence the consumption of petroleum-based fuels.

The Federal Transportation Improvement Program (FTIP) is a listing of multi-modal transportation projects proposed over a six-year period for the SCAG region. The Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with state

and federal requirements. For the year 2023, Riverside County has received $7,961 million in FTIP funding from SCAG (SCAG, 2022a).

Western Regional Council of Governments Subregional Climate Action Plan

In 2014, the Western Regional Council of Governments (WRCOG) adopted a Subregional Climate Action Plan (CAP) for Western Riverside County. The Subregional CAP establishes policies and priorities to enable member jurisdictions, including Jurupa Valley, to implement strategies that successfully address AB 32 and SB 375. The CAP addresses the overall GHG emissions in Western Riverside County by preparing GHG inventories, identifying emissions reduction targets, and developing and evaluating GHG emissions reduction measures or strategies. These measures or strategies relevant to energy include reducing vehicle miles traveled and increasing energy efficiency. Actions in this CAP will help reduce our reliance on fossil fuels. Energy measures include increasing community-wide building and equipment efficiency and renewable energy use and promoting energy efficiency and renewable energy generation throughout our communities and municipal operations. (City of Jurupa Valley, 2017; WRCOG, 2014).

Local

City of Jurupa Valley General Plan

The City of Jurupa Valley General Plan contains goals and policies that address energy conservation within the City (City of Jurupa Valley, 2017). The specific policies outlined in the City's General Plan that are related to energy conservation and that apply to the proposed Project are listed below in **Section 4.5.8**.

4.5.4 Methodology

The information in this section is based on the air quality assessment and greenhouse gas emissions technical reports prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2023a and 2023c). These reports are included as **Appendix D1** and **Appendix D13** to this DEIR.

The California Emissions Estimator Model (CalEEMod) was used to calculate natural gas, electricity (used onsite and for water conveyance), and vehicle miles traveled (VMT) after project buildout.[24] Calculations are shown in **Appendix D8**.

For mobile sources, CalEEMod calculated VMT and vehicle fleet mix for existing conditions and project buildout. Conversion of results to energy values is shown in **Appendix D8.**

4.5.5 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, in part, on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds and Significance Criteria related to air quality. Based on these significance thresholds, a project would have a significant impact on air quality if it would:

[24] CalEEMod runs used for this analysis are in **Appendix D1 and Appendix D13**.

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.

Under the City's local significance threshold, the project:*: may have a significant impact if it:*

- Does not meet state or federal energy standards.
- Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.
- Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- Does not include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

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

Under the City's local significance threshold: The project may have a significant impact if it:

- *Does not meet the requirements of Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code.*
- *Does not meet the following General Plan Policies (if applicable):*
- *COS 5.1 - Best Available Practices.*
- *COS 5.5- Energy Efficiency and Green Building*
- *COS 5.8- Reduce "Heat Island" Effect*

4.5.6 Environmental 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?***

Under the City's local significance threshold, the project:*: may have a significant impact if it:*

- Does not meet state or federal energy standards.
- Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.
- Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- Does not include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

The following include existing regulatory requirements such as plans, policies, or programs, based on federal, state, or local law, including existing City of Jurupa Valley municipal codes, that are applied to the Project to reduce energy use or waste. These requirements are also included in the Project's MMRP to ensure compliance.

PPP 4.5-1 The Project would comply with the California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). CALGreen is updated on a three-year cycle; the latest 2022 CALGreen became effective January 1, 2023.

PPP 4.5-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.

PPP 4.5-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).

PPP 4.5-4 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the

issuance of each building permit. The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

PPP 4.5-5 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303 (residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 4.410 (residential) and § 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with § 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with §4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with § 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

PPP 4.5-6 The Project shall implement sustainable construction and technology concepts (City of Jurupa Valley, 2022).

- Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.
- Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
- Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.

Project Design Features (PDFs)

No project design features pertain to energy resources impacts.

A.2 Impact Analysis

Construction

The following forms of energy would be expended during construction:

- Diesel fuel for offroad equipment (gallons).
- Electricity to deliver water for use in dust control (kWh).
- Motor vehicle fuel for worker commuting, materials delivery and waste disposal (gallons).

Natural gas is not typically consumed during project construction. It was therefore omitted from this analysis.

Transportation Fuel Use

Petroleum based fuels (i.e., gasoline and diesel fuel) would be consumed during the construction phase of the proposed Project. Petroleum based fuels would be consumed by offroad construction vehicles and equipment. Gasoline would be consumed by construction workers traveling to and from the Project site, as well as equipment delivery and hauling of building material to the site. Onroad VMT for each construction subphase and each of the three trip types were calculated from results of the CalEEMod modeling. It was assumed that worker commuter vehicles were gasoline powered and the remainder of vehicles were diesel-powered. Composite fuel efficiencies (in miles per gallon) for gasoline and diesel vehicles in the South Coast Air Basin were calculated with the ARB EMFAC2021 model. Finally, VMT values were divided by fuel efficiencies to obtain fuel volumes used for construction. Transportation fuel use for workers, vendors, and haulers is shown in **Table 4.5-1.**

Table 4.5-1
ESTIMATED PROJECT CONSTRUCTION ENERGY USE

Category	Units	Quantity (Phase 1)	Quantity (Phase 2)	Total (Phase 1+Phase 2)
Off-road Equipment	Gallons Diesel Fuel	233,394	223,614	457,008
Workers	Gallons Gasoline Fuel	464,745	346,137	810,882
Vendors	Gallons Diesel Fuel	254,347	137,752	392,099
Haulers	Gallons Diesel Fuel	8,025,000	10,695,000	18,720,000
Electricity for Water Conveyance	Kilowatt-hours	6,660,026	1,407,009	8,067,035

Source: Calculated by Kimley-Horn with CalEEMod (2022.1.1.6) (BREEZE Software, 2022) (Kimley-Horn, 2023g); see **Appendix D13**.

The number of horsepower-hours of each off-road equipment type was calculated using equipment characteristics and scheduling generated by CalEEMod for the air quality and greenhouse gas emissions analyses (see **Section 4.2** and **Section 4.7**). Horsepower hours were multiplied by a fuel use rate of 0.05 gallon of diesel fuel per horsepower hour (CAPCOA, 2019). For analysis purposes, construction is divided into two phases. Phase 1 construction is from the year 2023 to 2025, and Phase 2 construction is from 2026 to 2028 (Kimley-Horn, 2023g).

As seen in **Table 4.5-1**, the Project would result in single event consumption of approximately 19,569,107 gallons of diesel fuel, and 810,882 gallons of gasoline fuel, 8,067,035 kilowatt-hours of electricity for water conveyance, during the construction phase. Project construction vendor and hauler trips would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations (ARB, 2004). ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply. Vehicles driven to or from the Project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the Federal Government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary consumption of energy and have less than significant impact.

Operations

During project operations, energy would also be required for water transport, solid waste disposal, and vehicle trips. Estimated project operation total energy usage, which was estimated by CalEEMod as part of the greenhouse gas emissions analysis, are shown in **Table 4.5-2**. Note that the table does not include energy use by existing buildings and activities; to obtain a conservative estimate of energy use impact, existing use was assumed to be zero.

Table 4.5-2
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value		Per Capita[a]	
		Phase 1	Phase 2	Phase 1	Phase 2
Onroad Motor Vehicle Travel (Fuel[b])	Gallons gasoline/year	2,020,826	1,525,020	325	256
	Gallons diesel/year	1,700,709	215,989	0.60	0.47
Natural Gas Use	kBTU per year	56,013,679	19,915,340	12,667	4,504
Electricity Use	Kilowatt-hours per year	19,565,816	10,387,657	4,425	2,349

[a] Based upon estimated range of residential population of 4,422; see **Section 4.13.**
[b] Onroad Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2022) and CalEEMod (2022.1.1.6) (BREEZE Software, 2022) (Kimley-Horn, 2023g); see Appendix D13.
The per capita value for the onroad motor vehicle fuel consumption is calculated from the passenger vehicles fuel consumption.
Natural Gas Use and Electricity Use calculated by Kimley-Horn with CalEEMod (2022.1.1.6) (Kimley-Horn, 2023g).

The following forms of energy would be expended during project operation:

- Electricity for the proposed commercial uses, street lighting, space and water heating, and conveyance and treatment of water.

- Gasoline for onroad motor vehicles.

Energy would be consumed during project operation for lighting, electric appliance use, space and water heating, water conveyance, landscaping maintenance, solid waste disposal, and vehicle trips by residents. visitors, delivery vehicles and employees. Estimated annual project fuel and electricity use is shown in **Table 4.5-2.** The Project shall be designed in compliance with **PPP 4.5-5** and would utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills. Therefore, the Project would have a less than significant impact.

As shown in the **Table 4.5-2**, the Project would consume approximately 5,462,544 gallons of petroleum-based fuel per year during operation. By comparison, approximately 22 billion gallons of petroleum were consumed in California in 2020 (EIA, 2022). The anticipated increase in consumption associated with one year of project operation is 0.025 percent of the statewide use. Although implementation of the Project would result in an increase in petroleum use during operation, over time, vehicles would use less petroleum due to advances in fuel economy.

By implementing the **PPP 4.5-1** through **PPP 4.5-6**, the Project would meet the City of Jurupa Valley general policies: COS 5.1 - Best Available Practices, COS 5.5- Energy Efficiency and Green Building, COS 5.8- Reduce "Heat Island" Effect. Additionally, the Project would be designed in compliance with the state and federal energy standards. Therefore, the Project would have a less than significant impact in this regard.

Energy Use

During project construction, energy would be consumed in the form of electricity associated with the conveyance and treatment of water used for dust control and, on a limited basis, powering lights,

electronic equipment, or other construction activities necessitating electrical power. Due to the fact that electricity usage associated with lighting and construction equipment that utilizes electricity is not easily quantifiable or readily available, the estimated electricity usage during project construction is speculative. Lighting used during project construction would comply with Title 24 standards/requirements (such as wattage limitations). This compliance would ensure that electricity use during project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy.

A relatively small amount of electricity would be used for power drills and other equipment during construction. This analysis assumes that an onsite portable diesel-fueled generator will supply the electricity. Air emissions from the generator have been evaluated in **Section 4.2.**

Electricity for water conveyance is estimated above in **Table 4.5-1**.

The Project would comply with all applicable regulations and codes that require achievement of various levels of energy efficiency in building operation. These include (1) CCR Title 24, Part 6: California's Energy Efficiency Standards for Nonresidential Buildings (Title 24), and (2) the 2022 California Green Building Standards Code (CalGreen; California Code of Regulations Title 24 Part 11), which took effect January 1, 2023. As discussed in **PPP 4.5-4** and **PPP 4.5-5**, the Project will include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

The Project would consume approximately 29,953,473 kilowatt-hours (kWh) of electricity per year and 75,929,019 thousand British thermal units (kBTU) of natural gas per year. By comparison, in 2022, approximately 290,234,096 kilowatt hours of electricity were consumed by SCE commercial residential and industrial customers in the 92509 zip code area where the Project is located (SCE, 2022). The SoCalGas produced approximately 301,000,000 million British thermal units (MMBtu) in 2021 for the commercial and residential customer service area (SoCalGas et al., 2022b). The increase in electricity and natural gas demand at the Project site would be negligible relative to the use in SCE and SoCalGas's service area.

Continued use of energy resources is consistent with the anticipated growth within the City and the general vicinity and would not result in energy consumption requiring a significant increase in energy production for the energy provider. Hence, the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities.

Based on the information provided above, the proposed Project would have a less than significant impact regarding wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The Project would also have a less than significant impact regarding conflict with or obstruction of a state or local plan for renewable energy or energy efficiency.

Level of Significance Before Mitigation: With implementation of PPP 4.5-1 through PPP 4.5-6, impacts would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts would be less than significant.

Threshold b): Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Under the City's local significance threshold: The project may have a significant impact if it:

- *Does not meet the requirements of Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code.*
- *Does not meet the following General Plan Policies (if applicable):*
- *COS 5.1 - Best Available Practices.*
- *COS 5.5- Energy Efficiency and Green Building*
- *COS 5.8- Reduce "Heat Island" Effect*

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.5-1 through 4.5-6, set forth in Section 4.5.6.A above, also apply to project conformance with renewable energy and energy efficiency plans.

Project Design Features (PDFs)

No project design features pertain to energy resources impacts.

B.2 Impact Analysis

The analysis of threshold (a) above also applies to project conformance with renewable energy and energy efficiency plans.

As discussed in Section 4.5.6, the Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. The consistency with the applicable regulations is discussed below:

Consistency with Intermodal Surface Transportation Efficiency Act

Transportation and access to the Project site is provided by the local and regional roadway systems. The proposed Project would not interfere with, nor otherwise obstruct intermodal transportation

plans or projects that may be realized pursuant to the Intermodal Surface Transportation Efficiency Act[25] (ISTEA) because SCAG is not planning for intermodal facilities on or through the Project site.

Consistency with Regional Transportation Plan/Sustainable Communities Strategy

As discussed earlier, the County of Riverside has received $7,961 million FTIP Funding from SCAG for the year 2023 (SCAG, 2022a). The funding will be used for highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. Once implemented, the 2023 FTIP funded projects will reduce the VMT and energy consumed by the Project generated traffic. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of 2023 FTIP projects.

Consistency with Western Regional Council of Governments Subregional 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.

Consistency with Integrated Energy Policy Report

Electricity will be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2022 IEPR Update.

Consistency with State of California Energy Plan

The California Energy Commission (CEC) is responsible for preparing the State of California 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 several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

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

[25] The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was signed into a law on December 18, 1991 by President George H.W. Bush. The purpose of the act is to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, and move people and goods in an energy efficient manner (U.S. Department of Transportation, 1991).

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.

Consistency with California's Renewable Portfolio Standard

California's Renewable Portfolio Standard (RPS) 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.

Consistency with SB 350

The proposed Project would use energy from SCE, which has committed to diversifying its 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 developments.

As shown above, the Project would not conflict with any of the state or local plans. Therefore, a less than significant impact is expected.

Level of Significance Before Mitigation: Impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant.

HE 5.3 Site and Neighborhood Design. Residential site, subdivision, and neighborhood designs should consider sustainability.	**Consistent**: The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards included in PPP 4.5-4. Therefore, the Project is consistent with General Plan Policy HE 5.3.

Source: City of Jurupa Valley, 2017

4.5.7 Cumulative Impacts

The population of the City of Jurupa Valley is forecast to increase by 31,080, or approximately 30 percent of its 2022 population, between 2022 and 2035. The number of households in the City is forecast to increase by 6,030, or about 21 percent of the number of households in 2022, in that same period. Employment in the City is forecast to increase by approximately 12,438, or about 33 percent of the 2020 projection (CDF, 2022; SCAG, 2020; LSA, 2017); see **Table 3.4-2**.

Other projects would be required to comply with federal, state, and local energy efficiency laws and regulations. Energy efficiency requirements grow more stringent with the passing of time; for example, see the descriptions of CCR Title 24 Part 11 (CALGreen) and SB 100 in **Section 4.5.3** above. Other projects would comply with energy conservation requirements in the City of Jurupa Valley Municipal Code § 8.05.010, which apply to commercial and public-use buildings.

Future projects would be subject to CEQA and would require an energy analysis, consistency with existing plans and policies for renewable energy and energy efficiency, and implementation of control measures and mitigation, if necessary to avoid wasteful, inefficient, or unnecessary consumption of energy resources. The Project would result in an increase in electricity consumption and would be designed to maximize energy performance. Over the lifetime of the Project, the fuel efficiency of the vehicles used by the employees and commercial vehicles are expected to increase. ARB adopted the Advanced Clean Cars II regulations in 2022, imposing the next level of low-emission and zero-emission vehicle standards for model years 2026-2035 that contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets (ARB, 2022b). Additionally, ARB approved its first in-nation zero-emission vehicle regulation that requires 100 percent of new cars and light trucks sold in California to be zero-emission vehicles, including plug-in hybrid electric vehicles by 2035 (ARB, 2022d). As such, operation of the Project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy, and the amount of petroleum consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. In summary, although the Project would increase petroleum use during operation as a result of employees, visitors and residents commuting to the site, the use would be a small fraction of the statewide use and due to efficiency increases, would diminish over time. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts to energy use would be less than significant. Furthermore, the Project would minimize construction and operational activities through energy reduction strategies pursuant to the Project's MM-GHG-1 through MM-GHG-3 (see Section 4.7).

Therefore, other projects in the City of Jurupa Valley combined with the proposed Project would not involve wasteful, inefficient, or unnecessary consumption of energy, and would not conflict with a state or local plan for energy efficiency or renewable energy. Cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

4.6 Geology and Soils

The information presented in this section and used for this analysis is based on the following technical studies:

- Updated Geotechnical Report, The District at Jurupa Valley Project, City of Jurupa Valley, California, completed by Alta California Geotechnical Inc. (Alta) dated October 7, 2022; a complete copy of this report (Alta, 2022) is included as **Appendix D9** to this DEIR.

- Updated Geotechnical Recommendations, The District at Jurupa Valley Project, City of Jurupa Valley, California. Completed by Alta on October 24, 2019; a complete copy of this report (Alta, 2019) is included as **Appendix D10** to this DEIR.

- Updated Geotechnical Report, Emerald Meadows Ranch Project, Rubidoux area of the County of Riverside, California. Completed by Alta on June 22, 2015; a complete copy of this report (Alta, 2015) is included as **Appendix D11** to this DEIR.

- Paleontological Resources Technical Report, The District at Jurupa Valley Specific Plan, City of Jurupa Valley, Riverside County, California, Prepared by: Department of PaleoServices San Diego Natural History Museum (SDNHM)(Katie M. McComas, M.S., Paleontological Report Writer & GIS Specialist Thomas A. Deméré, Ph.D., Principal Paleontologist) May 18, 2022. A complete copy of this report (SDNHM, 2022) is included as **Appendix D12** to this DEIR.

The Updated Geotechnical Report (Alta, 2022a; **Appendix D9** to this DEIR) summarizes recent geotechnical investigations conducted by Alta in 2022 and previous geotechnical investigations of the Project site consisting of borings, cone penetrometer tests, and backhoe test pits, in addition to laboratory testing, and addresses the applicability of those investigations –conducted for a somewhat different previous project that was not developed – to the current proposed Project (Alta, 2022, p. 2).

4.6.1 Existing Conditions

Regional Geology

The Project site is located in the Peninsular Ranges Geomorphic Province, a northwest-trending series of mountain ranges and valleys. The Project site is in the Upper Santa Ana River Valley, one of the valleys in the Peninsular Ranges Province. The Peninsular Ranges province is composed of plutonic and metamorphic rock, lesser amounts of Tertiary volcanic and sedimentary rock, and Quaternary drainage in-fills and sedimentary veneers. The proposed Project is located in the Riverside sub-block, which is bounded by the Elsinore fault zone to the west and by the San Jacinto fault zone to the east (Alta, 2022, p.4).

Faults and Seismic Hazards

Southern California is a highly seismically active area. The California Geological Survey classifies active faults as those that have shown evidence of surface displacement within the past 11,700 years before present (ybp; that is, within the Holocene epoch). The known faults near the Project site are discussed below.

The energy released by an earthquake is measured as moment magnitude (Mw). The moment magnitude scale is logarithmic, so that each one-point increase in magnitude represents a tenfold

increase in amplitude of the waves and a 32-fold increase in energy as measured at a specific location. For example, a magnitude 7 earthquake produces 100 times (10 x 10) the ground motion amplitude of a magnitude 5 earthquake.

Active faults in the Project region include the San Jacinto Fault Zone approximately 7.3 miles to the northeast, the San Andreas Fault Zone approximately 14 miles to the northeast, the Cucamonga Fault approximately 13 miles to the north, and the Elsinore Fault Zone approximately 16 miles to the southwest (CGS, 2022), as shown on **Figure 4.6-1**.

The San Jacinto Fault Zone is considered capable of generating earthquakes of magnitudes as high as 6.5 to 7.5, the San Andreas Fault Zone 6.8 to 8.0, the Cucamonga Fault 6.0 to 7.0, and the Elsinore Fault Zone 6.5 to 7.5 (SCEDC, 2022).

Faults which have direct evidence of surface displacement within the last 11,000 years are required to be zoned under the Alquist-Priolo Earthquake Fault Zoning Act. The earthquake fault zones generally extend 200 to 500 feet from each side of a known active fault and identify areas where potential surface fault rupture along an active fault could prove hazardous. If a site lies within an Earthquake Fault Zone on an official California Geological Survey map, then a geologic fault rupture investigation must be performed before issuance of building permits to demonstrate that the proposed development is not threatened by surface displacement from the fault.

Earthquake Fault Zones in the Project region are designated along all four of the above-mentioned faults (CGS, 2022); such zones along three of the four faults are shown on **Figure 4.6-2**.

Local Geology and Soils

Geologic Units and Soil Conditions

The Project site is underlain by Pleistocene-age older alluvium deposits and Holocene-age younger alluvium. Alta's site mapping also indicate that discrete prisms of undocumented artificial fill are present onsite. These geologic units are briefly described below (Alta, 2022, p. 4). Their approximate distribution is shown in **Figures 4.6-3** through **4.6-10**.

Artificial fill – Undocumented: The undocumented artificial fills are comprised of berm/levee fills and agriculture fills. It consists of dark brown and yellow brown, fine grained silty sands to poorly graded sands with rocks and gravel. It consists of dark brown and yellow brown, fine-grained silty sands to poorly graded sands with rocks and gravel (Alta, 2022, p. 5).

Younger Alluvium: Younger alluvium deposits consist of silty, clayey, and poorly-graded sands with gravel and sandy silts; ranging from one to over 50 feet in thickness. These deposits are associated with the modern Santa Ana River and are found chiefly southeast of the Jurupa Ditch. These deposits generally increase in thickness towards the Santa Ana River (Alta, 2022, p. 5).

Figure 4.6-1
REGIONALLY ACTIVE FAULTS

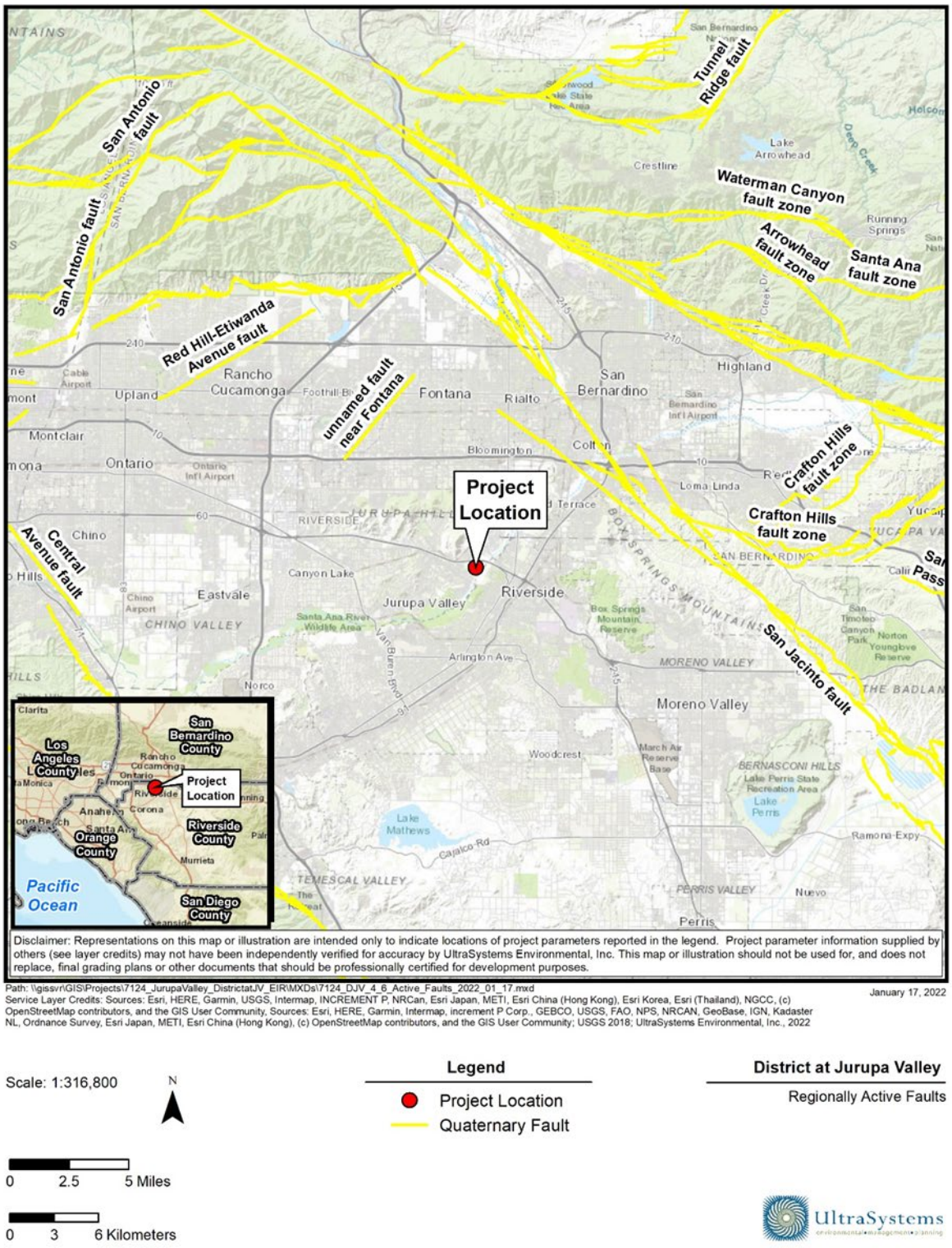


Figure 4.6-2
ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

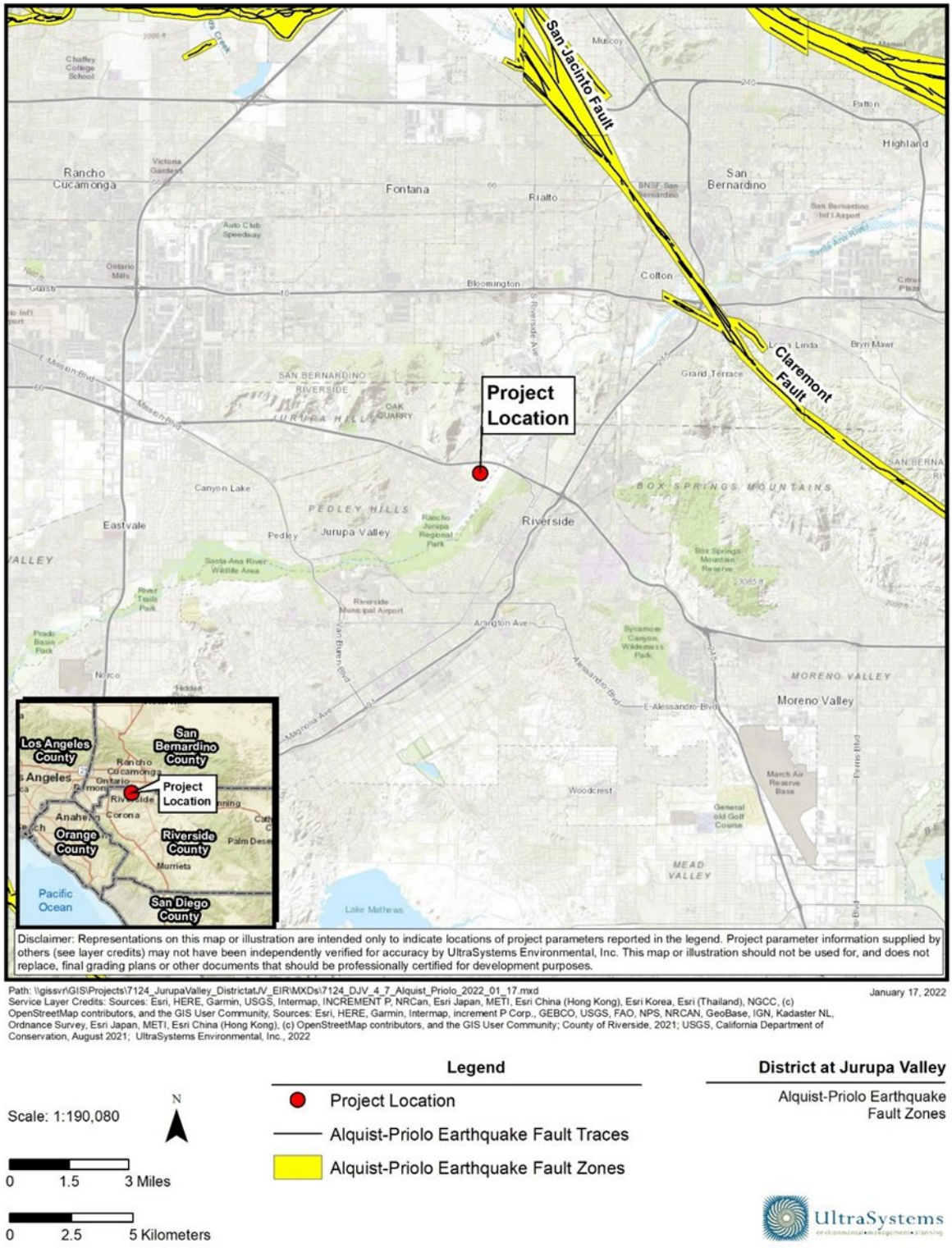
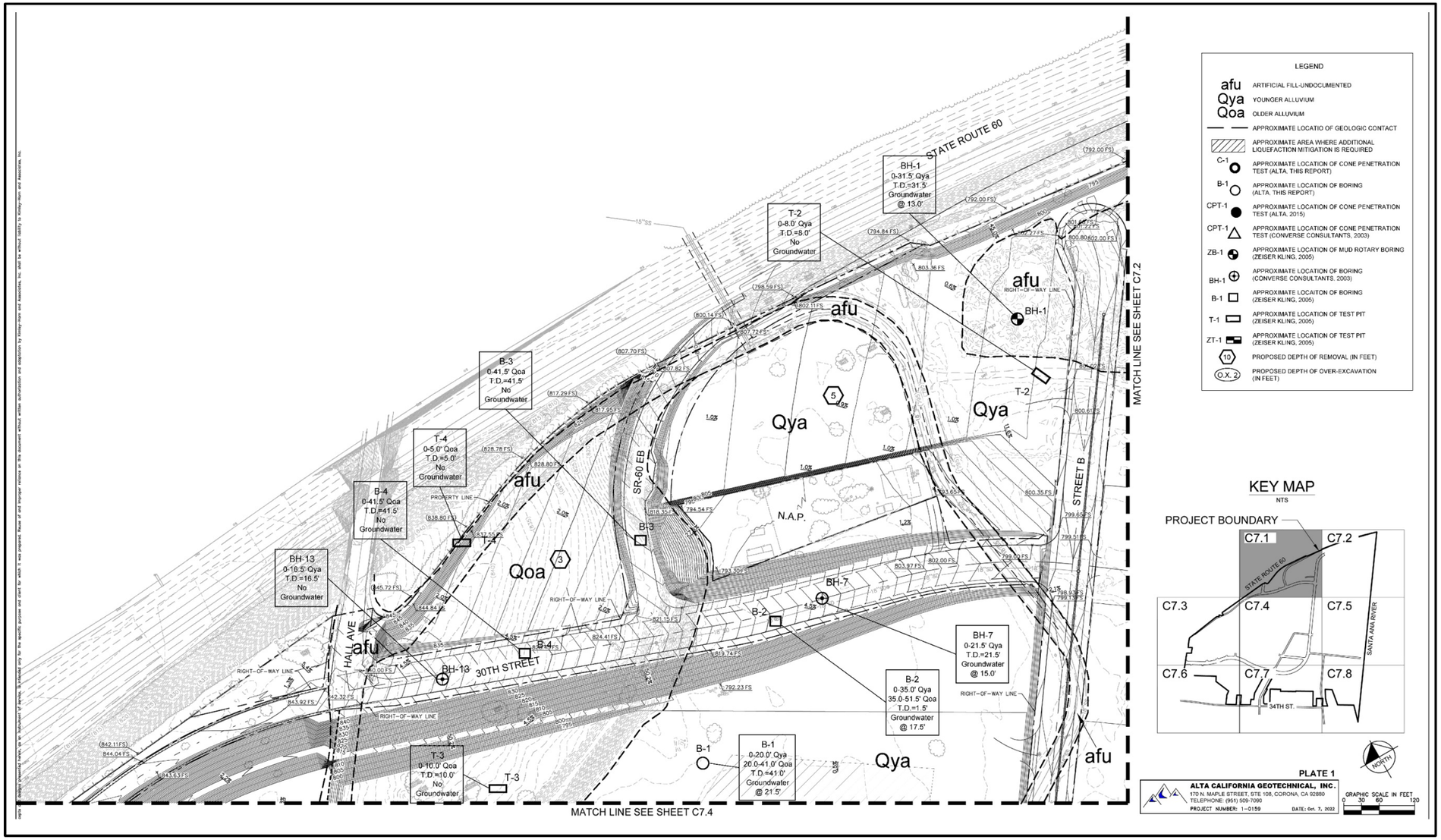


Figure 4.6-3
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (1 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley
Boring Locations and
Geologic Units (1 of 8)

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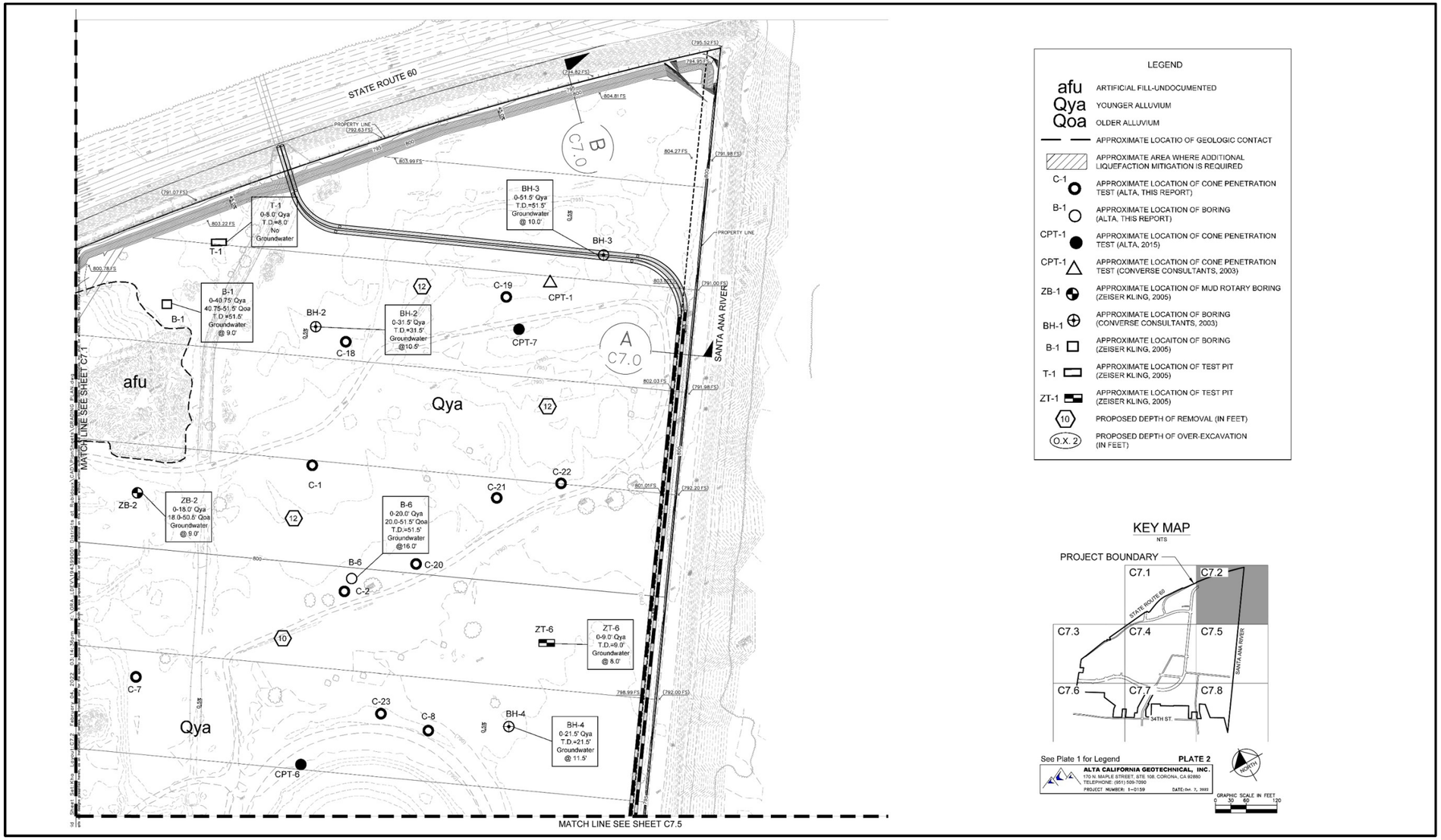
Figure 4.6-4
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (2 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley
Boring Locations and
Geologic Units (2 of 8)

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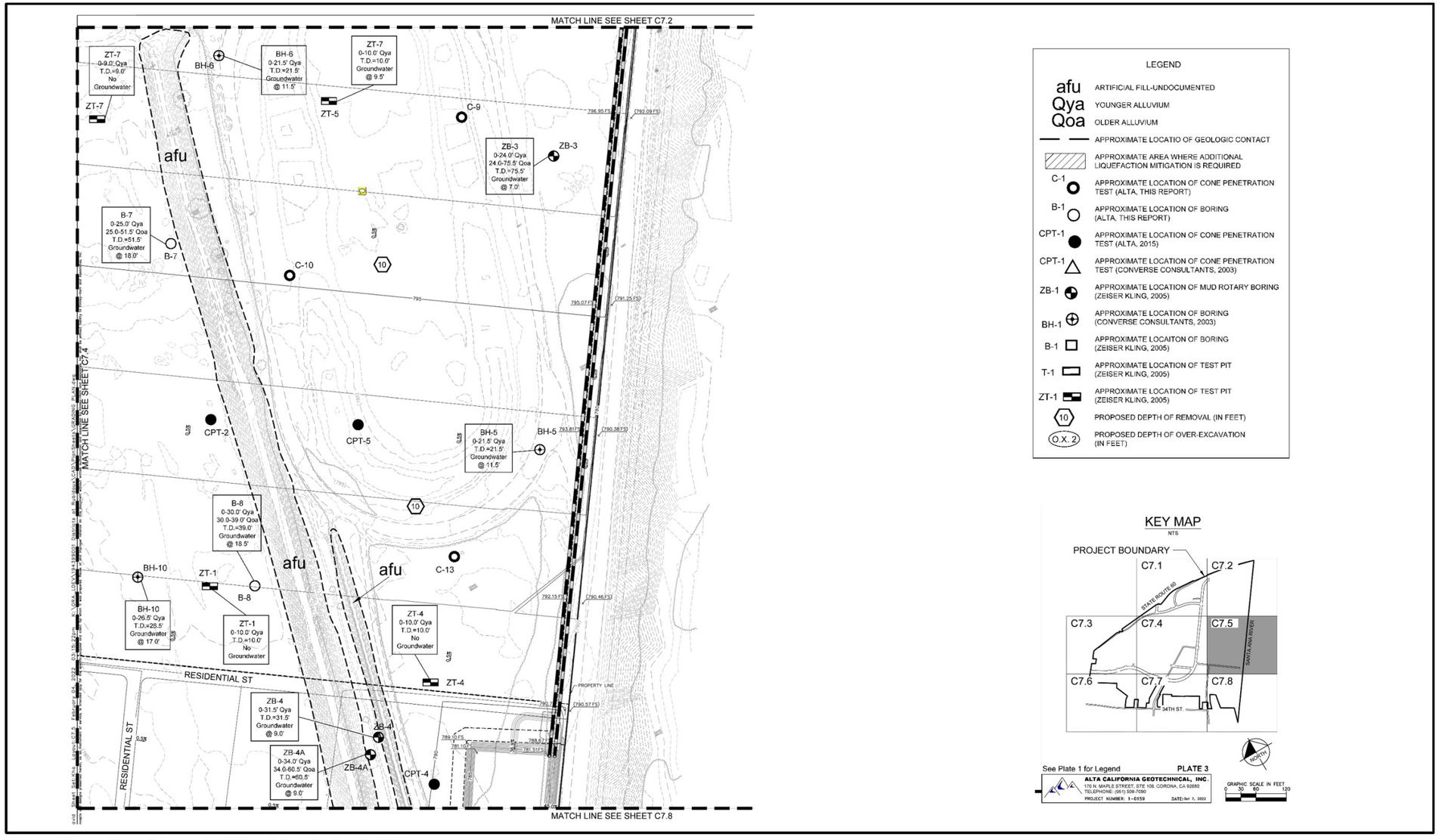
Figure 4.6-5
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (3 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley

Boring Locations and
Geologic Units (3 of 8)

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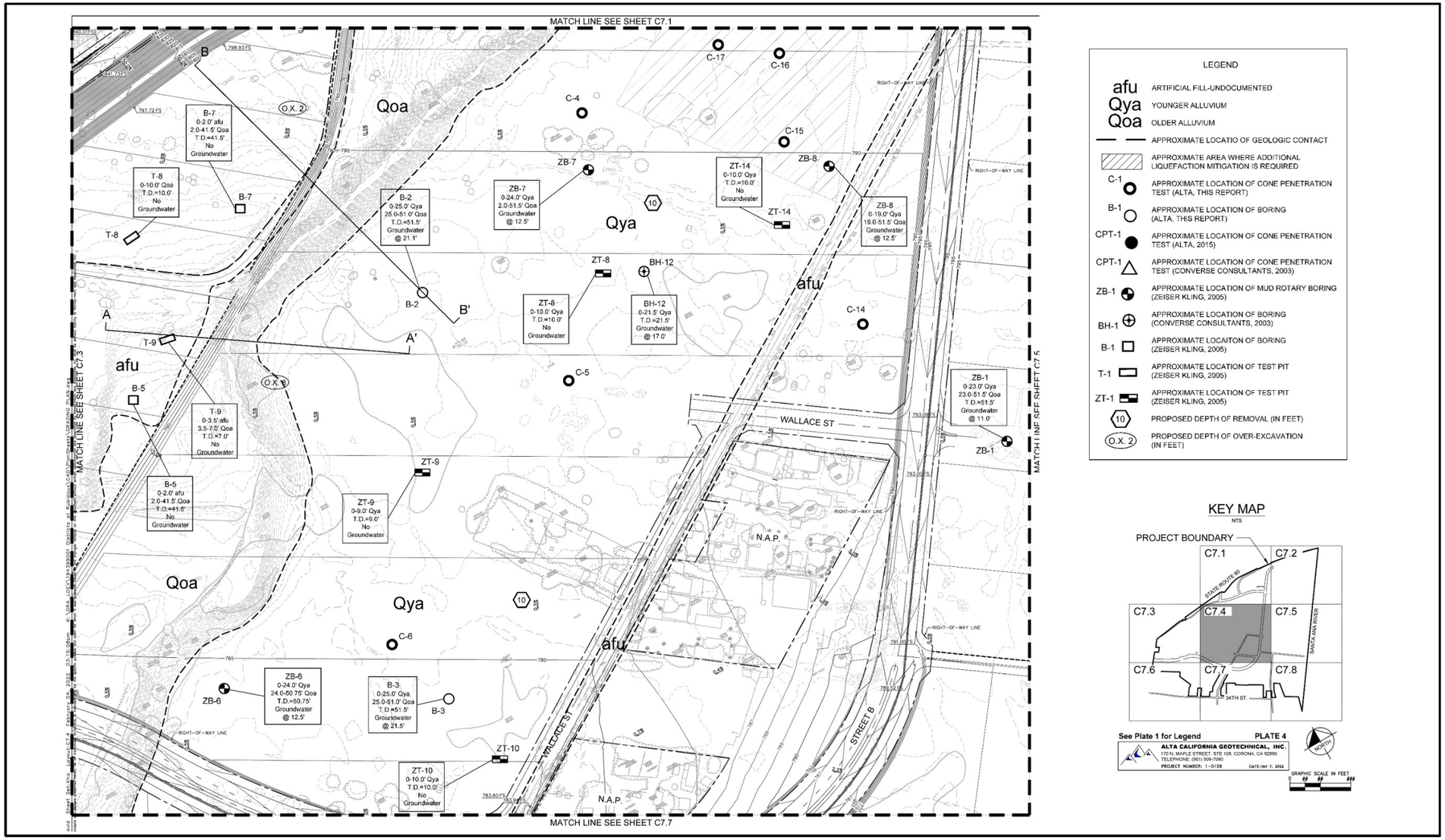
Figure 4.6-6
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (4 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley

Boring Locations and Geologic Units (4 of 8)

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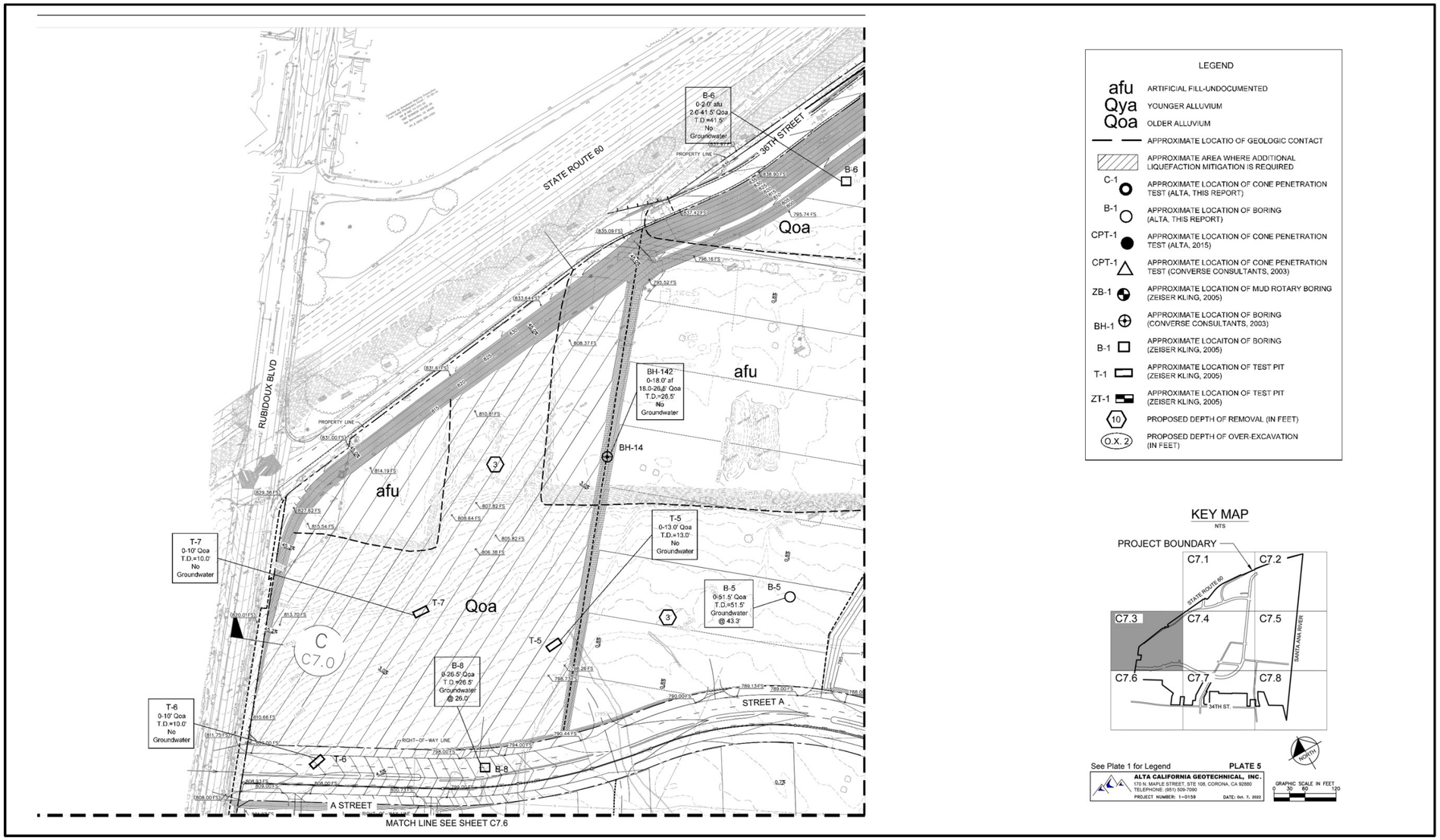
Figure 4.6-7
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (5 OF 8)

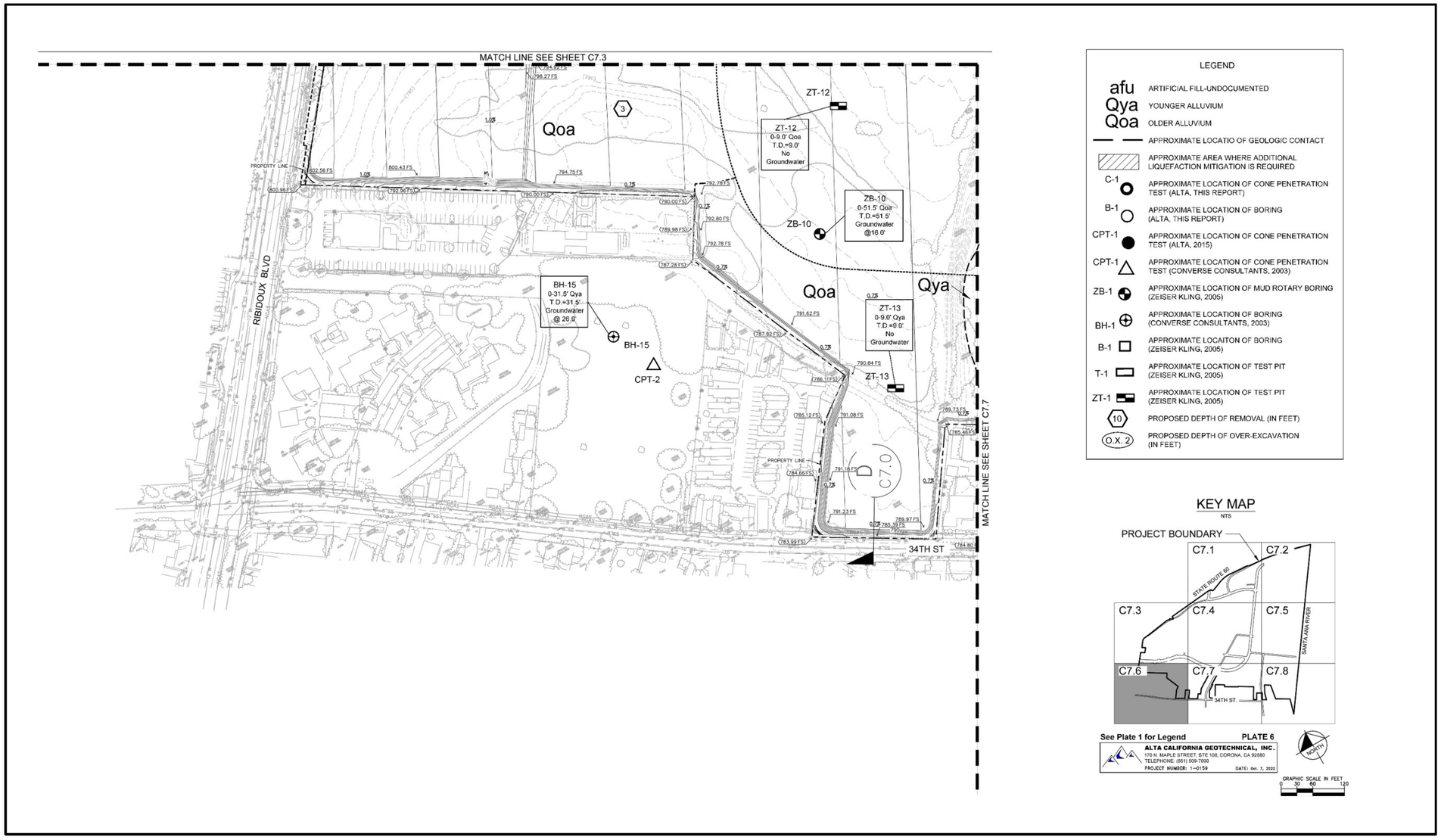


Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley

Boring Locations and Geologic Units (5 of 8)

Figure 4.6-8
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (6 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley
Boring Locations and
Geologic Units (6 of 8)

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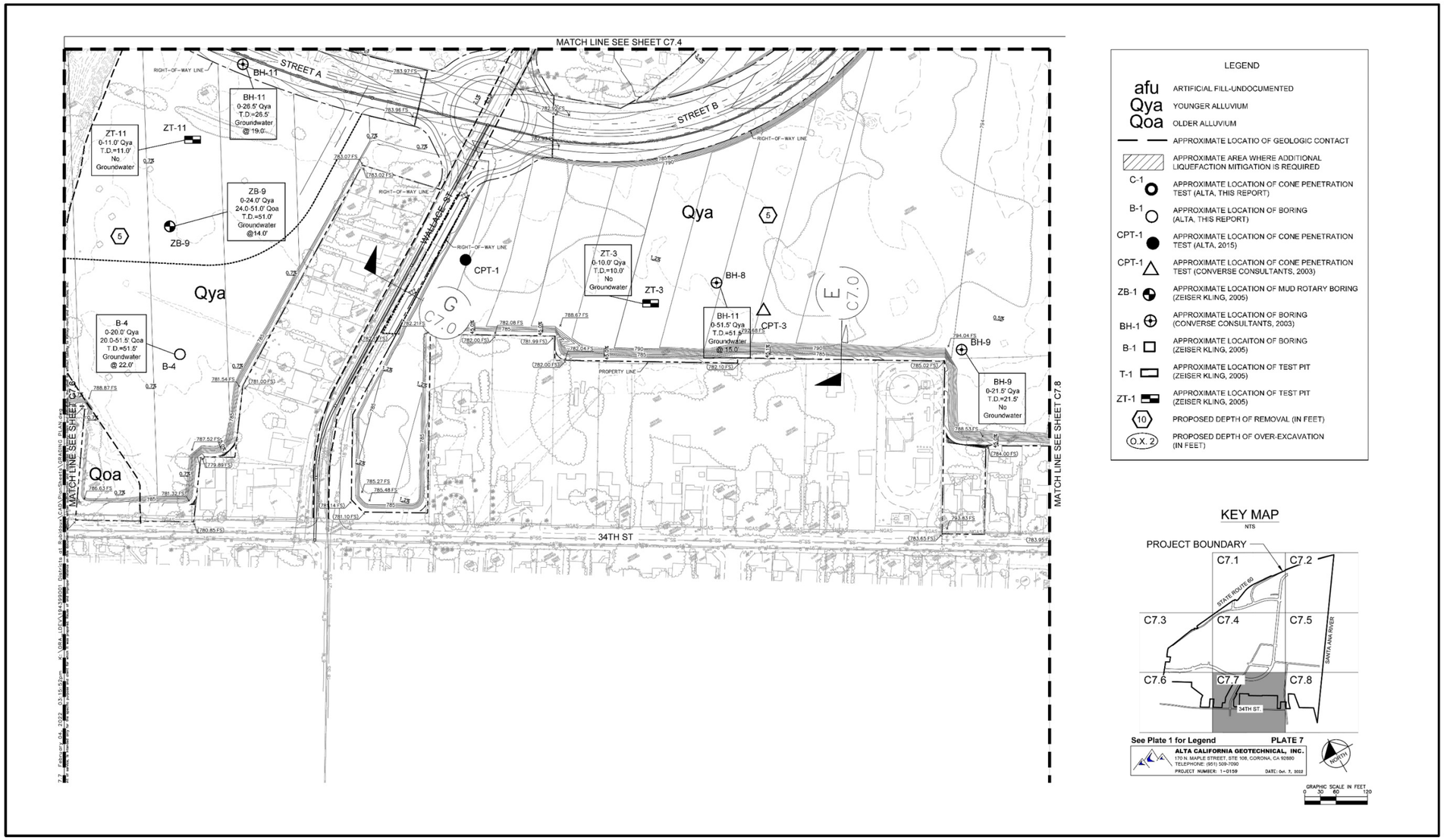
Figure 4.6-9
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (7 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley

Boring Locations and
Geologic Units (7 of 8)

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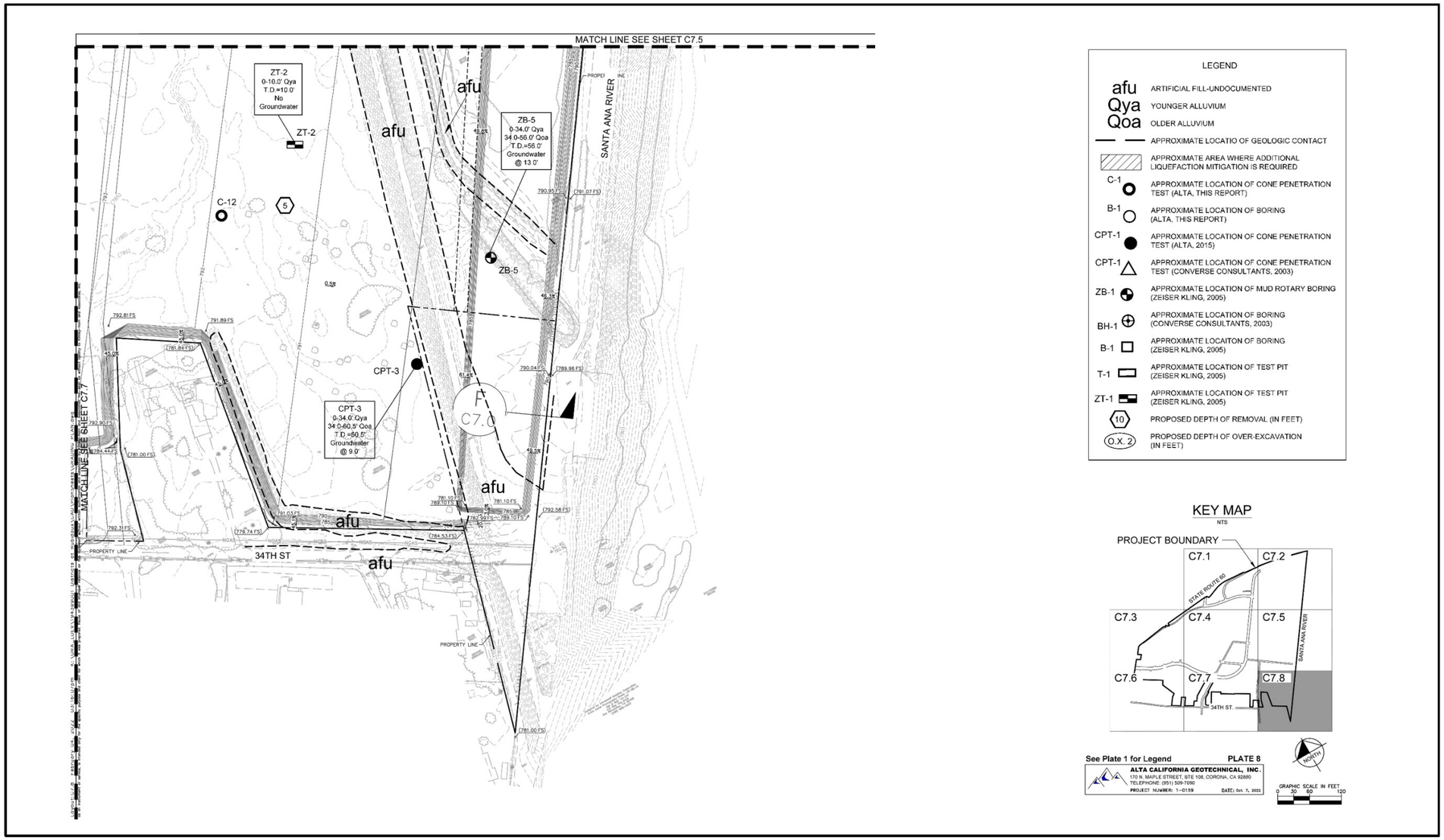
Figure 4.6-10
GEOTECHNICAL BORING LOCATIONS AND GEOLOGIC UNITS (8 OF 8)



Sources: Kimley-Horn, February 4, 2022 and Alta, October 7, 2022.

District at Jurupa Valley

Boring Locations and
Geologic Units (8 of 8)

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Older Alluvium consists of silty, clayey, and poorly graded sands with gravel and sandy silts and are moist and medium to very dense. These deposits are associated with the ancient Santa Ana River. They are exposed on the ground surface northwest of the Jurupa Ditch and underlie the younger alluvium east of the Jurupa Ditch. The Jurupa Ditch itself appears to be a man-made drainage feature that has been carved along the distinct geomorphic break in slope which originally formed by the down cutting and dissection of the older alluvium. (Alta, 2022, p. 5).

These geologic units onsite are mapped on the Grading Plans shown on Sheets C7.1 through C7.8 of the Updated Geotechnical Report (see **Appendix D9**). Two cross sections through the northern part of the Project site are shown on Plate 9 of the Updated Geotechnical Report.

Soils

As discussed in Section 4.3, *Biological Resources*, a total of eight soil types are mapped within the Project site by the U.S. Department of Agriculture: Delhi fine sand, Dello loamy sand, Grangeville loamy fine sand, Greenfield sandy loam, Ramona sandy loam, Tujunga loamy sand and gravelly loamy sand, terrace escarpments, and riverwash. See **Figure 4.3-2;** (RECON 2022a, pp. 9-10).

Groundwater

Groundwater was encountered during the subsurface investigation conducted by Alta in 2022 as shallow as sixteen feet below the existing ground surface (bgs) (Alta, 2022, p. 7). The shallowest groundwater was found in boring no. B-6 near the north site boundary shown on Sheet C7.3 in the Updated Geotechnical Report (**Appendix D9**). The Project site is over the Riverside-Arlington Subbasin of the Upper Santa Ana Valley Groundwater Basin (DWR, 2022). Groundwater depths generally increase with distance away from the Santa Ana River.

Local Seismic Hazards

Ground Shaking

Ground shaking hazards caused by earthquakes along the San Jacinto fault and other active regional faults do exist. Periodic ground shaking caused by movement along faults is likely to be felt onsite during the design life of the Project (Alta, 2022, p. 7). Peak acceleration is a measure of the maximum force experienced by a small mass located at the surface of the ground during an earthquake. It is an index to hazard for short stiff structures (USGS, 2019). The peak ground acceleration onsite is estimated at 0.59g (Alta, 2022, p. 38) where g is the acceleration of gravity. Ground acceleration of 0.59g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale (Wald et. al. ,1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS, 2022). In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS, 2022).

Surface Rupture

Active faults are not known to exist within the Project and a review of Special Publication 42 indicates the site is not within a California State designated Earthquake Fault Zone. Accordingly, the potential for fault surface rupture on the subject site is very low (Alta, 2022, p. 8).

Liquefaction

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. Portions of the younger alluvium underlying most of the site have been determined to be potentially liquefiable. The older Quaternary alluvium underlying the northwest part of the site is considered resistant to liquefaction (Alta, 2022, p. 8).

Landslides

Landslides are not considered a hazard affecting the Project site due to the lack of slopes on or abutting the site (Alta, 2015, p. 16; Alta, 2022, p. 11).

Other Geologic Hazards

Lateral Spreading

Lateral spreading is the rapid downslope movement of surface sediment, in a fluid-like flow, due to liquefaction in a subsurface layer. Lateral spreading could occur onsite, as portions of the younger alluvium onsite have been determined to be potentially liquefiable. Younger alluvium is present on most of the Project site, as shown on the grading plans (Sheets C7.1 through C7.8 of the geotechnical investigation report [Alta, 2022]).

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The Project site is not in an area of land subsidence mapped by the U.S. Geological Survey (USGS, 2022).

Collapsible Soils/Hydro-consolidation

Collapsible soils shrink upon being wetted and/or being subject to a load; shrinkage of saturated soils is also termed hydro-consolidation. The artificial fill and upper portions of both the younger and older alluvium onsite are considered compressible (Alta, 2022, p. 12).

Expansive Soils

Expansive soils contain substantial amounts of clay that swells when wetted and shrinks when dried; the swelling or shrinking can shift, crack, or break structures built on such soils. Most soils onsite are expected to have low to very low expansion potential; some soils with medium expansion potential may be present (Alta , 2022, p. 13).

Paleontological Resources

The north and northwestern areas of the proposed Project site are located atop older surficial deposits of Pleistocene or early Holocene age (Qoa).[26] These are potentially-fossiliferous and weakly indurated alluvial sediments, composed mostly of tan to light red sand with a minor gravel component. Qoa alluvial sediments were deposited between ~1.8 million to ~11,000 years ago. Such older alluvial deposits have been found to be highly fossiliferous in the local area, yielding the remains of mastodons, mammoths, Smilodon, camels, horses, bison, and ground sloths, as well as microfossils including rodents (SBCM, 2022, p.1).

No paleontological resources have been discovered within the proposed Project site. The nearest fossil locality, SBCM locality 5.1.22, is approximately 0.6 mile north. Permineralized mastodon (*Mammut pacificus)* bones were discovered at site 5.1.22, within a ditch filled with the same older alluvial sediments as found on the proposed Project site. The bones were unearthed from sand approximately 25 feet below the surface. The next closest fossil locality, SBCM 5.1.11, is approximately five miles west-northwest of the proposed Project site. Permineralized bones of the saber-toothed cat *Smilodon* sp. were unearthed there, from five feet below the surface at an elevation of 1,000 feet, during the excavation of a pipeline trench. SBCM 5.1.11 is covered with recent alluvial sediment at the surface, overlaying older alluvium (where the *Smilodon* was found) by only a few feet, similar to the conditions at much of the proposed Project site (SBCM, 2022, pp. 1-2).

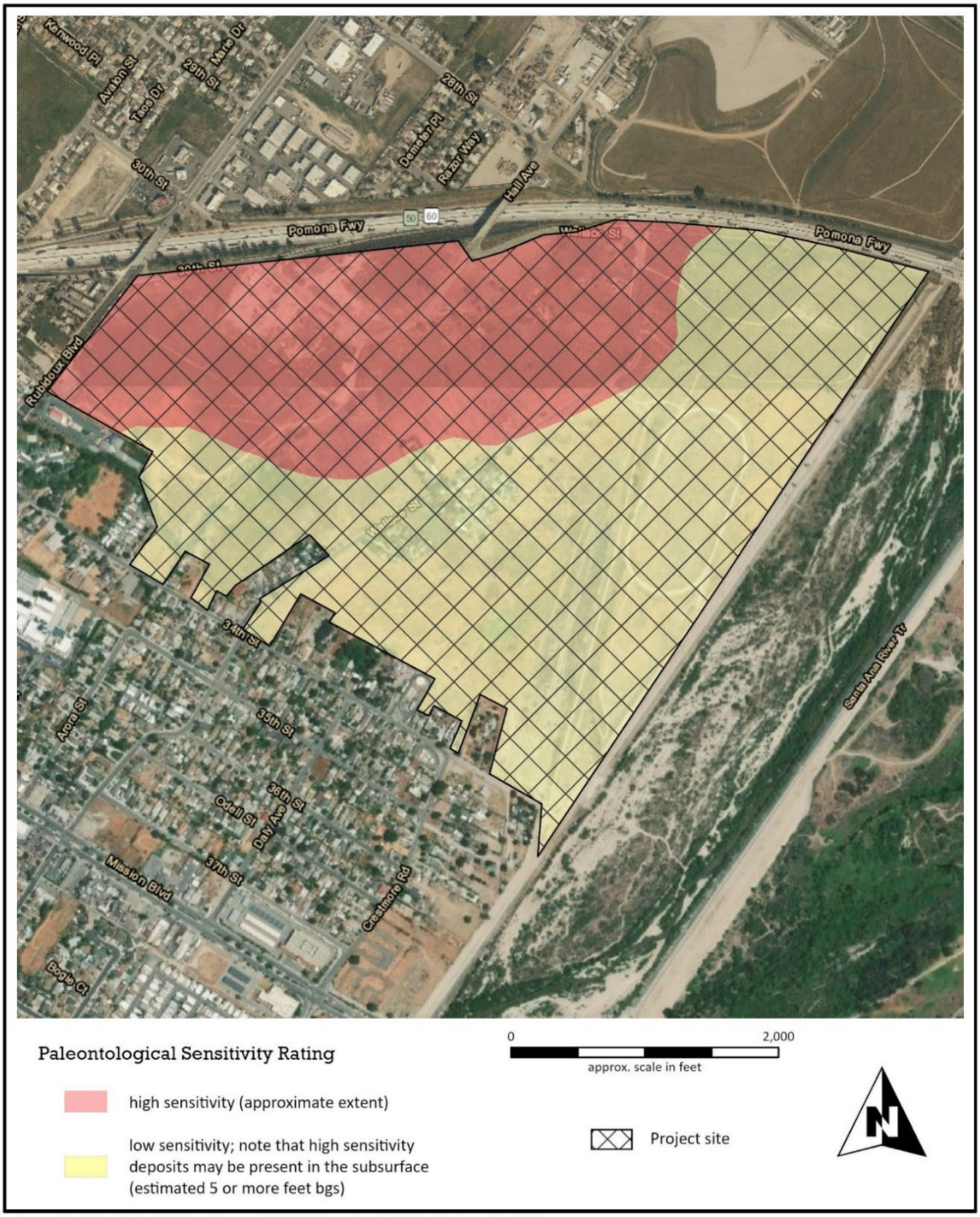
According to the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017), the middle Pleistocene-age old alluvial-fan deposits (Qof1) exposed in the northern and northwestern portions of the Project site are assigned a high paleontological sensitivity. See **Figure 4.6-11**. This rating is supported by the known occurrence of scientifically significant fossils from similar deposits elsewhere in western Riverside County. In contrast, the primarily Holocene-age young axial-channel deposits (Qya) present in the southern and northeastern portions of the Project site are assigned a low paleontological sensitivity rating, based on the relatively young geologic age of these deposits. Finally, mapped artificial fill deposits (Qaf) present along the Santa Ana River channel, as well as any unmapped artificial fill deposits present elsewhere within the Project site, are also assigned a low paleontological sensitivity rating because any contained fossil remains will have lost their original stratigraphic and/or geographic context (SDNHM, 2022, p. 9).

4.6.2 Notice of Preparation/Scoping Comments

No comments pertaining to project geology and soils impacts were received during the EIR scoping phase.

[26] The Quaternary Period extends from the present to approximately 2.58 million years before present; and the Holocene Epoch extends from the present to approximately 11,700 years before present.

Figure 4.6-11
PALEONTOLOGICAL SENSITIVITY MAP



Source: San Diego Natural History Museum (SDNHM) Department of Paleo Services, May 2022.

District at Jurupa Valley
Paleontological Sensitivity Map

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4.6.3 Regulatory Framework

State

Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code 2, Division 2, Chapter 7.5 §§ 2625-2630)

The Alquist-Priolo Earthquake Fault Zoning Act was enacted to prevent construction of buildings used for human occupancy on the surface trace of active faults. The law requires the State of California geologist to establish regulatory zones around the surface traces of active faults. Before a new project is permitted, cities and counties require a geologic investigation to demonstrate that proposed buildings will not be constructed on active faults (CGS, 2018a, p. 24).

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking in order to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. Zones of Required Investigation are designated for liquefaction and earthquake-induced landslides in addition to Alquist-Priolo Earthquake Fault Zones (CGS, 2021).

California Building Code

The California Building Code (CBC; 24 CCR Part 2) contains the regulations that govern the construction of buildings in California. The CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance (California Building Standards Commission [CBSC, 2022). CBC § 1613 contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the site. CBC §§ 1801 – 1803.7 require soil investigations, geotechnical reports, and geohazard reports conducted on soils that may be classified as questionable, critically expansive subjected to seismic hazards including expansive soils, or prone to other seismic hazards (CBC § 1803.7). The provisions of CBC Chapter 33 govern safety during construction and the protection of adjacent public and private properties. It includes safety standards for (but is not limited to) the following: excavation and trenching, demolition, site work, and protection of pedestrians (ICC, 2022).

Title 8 of the California Code of Regulations

Title 8 of the California Code of Regulations addresses industrial relations. It sets forth regulations and requirements for California Occupational Safety and Health Regulations (Cal/OSHA) and the Division of Industrial Safety (Thomson Reuters Westlaw, 2023). These would be applicable during construction and also operation of the businesses and industrial uses.

Public Resources Code § 5097.5

Public Resources Code § 5097.5. (a) states, " A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated

on public lands, except with the express permission of the public agency having jurisdiction over the lands (California Legislative Information, 2011).

Public Resources Code § 30244

Public Resources Code § 30244 states that where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required (California Legislative Information, 1976).

Local

City of Jurupa Valley General Plan

The City of Jurupa Valley Community Safety, Services, and Facilities Element identifies the City as susceptible to strong ground shaking in addition to other seismic hazards including liquefaction, landslides, and rock falls, and contains maps of areas susceptible to liquefaction and landslides. Relevant General Plan policies are specified in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

The City of Jurupa Valley General Plan (City of Jurupa Valley, 2017) Conservation and Open Space (COS) Element identifies the occurrence of important historical, archaeological, and paleontological resources within the City, and generally addresses paleontological resources under the umbrella of cultural resources, in accordance with the Riverside County General Plan. In addition, Figure 4-18 (Paleontological Sensitivity in Jurupa Valley) included in the City of Jurupa Valley General Plan provides an overview of paleontological sensitivity within the City's boundaries. The COS Element contains goals and policies relevant to paleontological resources; Goal COS 7 ensures the preservation of cultural, historical, archaeological, and paleontological, and resources; and Policy COS 7.1 includes identifying, protecting, archiving and preserving significant paleontological, archaeological, and historical resources (SDNHM, 2022, p. 4; City of Jurupa Valley, 2017). The Project's consistency with these policies is detailed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

City of Jurupa Valley Building Code

The City of Jurupa Valley Municipal Code Chapter 8.05. incorporates by reference the 2022 California Building Code (CBC), with City amendments for additional requirements, as the City of Jurupa Valley Building Code. The City Council adopted the 2022 Code on November 17, 2022 and it became effective on January 1, 2023.

4.6.4 Methodology

Geotechnical Investigation

The Updated Geotechnical Report (Alta, 2022) (**Appendix D9** to this DEIR) included subsurface exploration consisting of eight hollow-stem augur borings and 23 cone penetrometer tests; laboratory tests of soil samples from the exploration; incorporating data from previous investigations; developing recommendations based on geologic and laboratory data; a liquefaction analysis. This report also summarizes previous geotechnical investigations of the Project site consisting of borings, cone penetrometer tests, and backhoe test pits, in addition to laboratory

testing, and addresses the applicability of those investigations –conducted for a somewhat different previous project that was not developed – to the current proposed Project (Alta, 2022, p. 2).

Paleontological Records Searches and Literature Review

Paleontological records searches were conducted at the SBCM, SDNHM, and WSC in order to determine if any documented fossil collection localities occur within the Project site or immediate surrounding area. The SDNHM records search involved examination of the paleontological database for any records of known fossil collection localities from sedimentary deposits similar to those underlying the Project site within an approximately one-mile radius. Formal records searches of the paleontological collections at SBCM and WSC were requested from these institutions (SBCM, 2022; Appendix A; WSC, 2022; Appendix B) (SDNHM, 2022, p. 5).

Additionally, a review was conducted of relevant published geologic mapping, published geological and paleontological reports, and other relevant literature (e.g., unpublished paleontological mitigation reports). This approach was followed in recognition of the direct relationship between paleontological resources and the geologic units within which they are entombed. Knowing the geologic history of a particular area and the fossil productivity of geologic units that occur in that area makes it possible to predict where fossils may, or may not, be encountered (SDNHM, 2022, p. 5).

4.6.5 Thresholds of Significance

CEQA Guidelines Appendix G, Environmental Checklist, and the City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance, August 20, 2020, sets forth the following significance thresholds and criteria for geology and soils impacts: Note: There are no Alquist-Priolo earthquake fault zones located in Jurupa Valley, therefore, this topic is not addressed in the DEIR. 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 Project would have a significant impact related to geology and soils if it would:

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) Strong seismic ground shaking.

Under the City's local significance threshold, the project would have significant effects if: The project site is located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map.

ii) Liquefaction.

Under the City's local significance threshold, the project would have significant effects if: The project is located within an area susceptible to liquefaction as shown on General Plan Figure 8-5-Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction or based on a project specific geotechnical report.

iii) Landslides.

Under the City's local significance threshold, the project would have significant effects if: The project is located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley.

b) Result in substantial soil erosion or the loss of topsoil.

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

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.

Under the City's local significance threshold, the project would have significant effects if: The project is located with the following areas:

- General Plan Figure 8-6: landslide Susceptibility in Jurupa Valley.
- General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley.
- An area susceptible to subsidence as identified in the Parcel Report available on the Riverside County Map My County website.

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

Under the City's local significance threshold, the project would have significant effects if: The project site is located on soil that has an EI Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Under the City's local significance threshold, the project would have significant effects if: The project's proposed septic tanks or alternative wastewater disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

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

Under the City's local significance threshold, the project would have significant effects if: The project is identified as "HIGH SENSITIVITY (HIGH A) for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

NOTE: Unique geologic features in this document are those that are unique to the field of geology. There are no unique geologic features identified in the General Plan.

4.6.6 Environmental Impact Analysis

Threshold a): Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Strong seismic ground shaking?

Under the City's local significance threshold, the project would have significant effects if: The project site is located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map.

ii) Seismic-related ground failure, including liquefaction?

Under the City's local significance threshold, the project would have significant effects if: The project is located within an area susceptible to liquefaction as shown on General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction or based on a project specific geotechnical report.

iii) Landslides?

Under the City's local significance threshold, the project would have significant effects if: The project is located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

These are existing regulatory requirements applied to the Project based on existing federal, state, or local laws which effectively reduce impacts to geology and soils. The following apply to the Project and would reduce impacts on geology and soil resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.6-1 **Compliance with City of Jurupa Valley Building Code.** As required by Municipal Code Chapter 8.05, project design and construction must comply with current California Building Code requirements which address 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 **Ensure Implementation of Geotechnical Investigation Recommendations.** As required by Municipal Code § 8.05.010, the Project shall comply with the most recent edition of the California Building Code which requires the Project to comply with the approved recommended seismic design requirements contained in the Project's Geotechnical Evaluation, approved by the City, and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

A.2 Impact Analysis

i) Surface Fault Rupture

No active fault is mapped in or next to the Project site, and the Project site is not in an Alquist-Priolo Earthquake Fault Zone (CGS, 2022; see **Figure 4.6-2**). The nearest known active fault to the Project site is the San Jacinto Fault Zone approximately 7.3 miles to the northeast. Project development would not expose people or structures to substantial risks arising from surface rupture of a known active fault, and no impact would occur.

ii) Ground Shaking

The Project site is in the Upper Santa Ana River Valley, which is a seismically active region. Several active faults are mapped in the region. It is very likely that strong ground shaking will occur during the design lifetime of the Project. The geotechnical engineering report contains seismic design parameters for use in project design (Alta, 2022). Structures for human occupancy must be designed to meet or exceed 2022 CBC standards for earthquake resistance. The CBC §§ 1613 et seq. contain provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability of occurring at the site (CBSC, 2022). The CBC is updated once every three years; the 2022 edition took effect on January 1, 2023.

As noted earlier, the peak ground acceleration onsite is estimated at 0.59g where g is the acceleration of gravity. Ground acceleration of 0.59g correlates with intensity VIII on the Modified Mercalli Intensity (MMI) Scale (Wald et. al., 1999), a subjective scale of how earthquakes are felt by people and the effects of earthquakes on buildings. The MMI Scale is a 12-point scale where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes damage is total, and objects are thrown into the air (USGS, 2022).

In an intensity VIII earthquake, damage is slight in specially designed structures; considerable damage occurs in ordinary substantial buildings with partial collapse; and damage is great in poorly built structures. Chimneys, factory stacks, columns, monuments, and walls fall, and heavy furniture is overturned (USGS, 2022).

Compliance with geotechnical engineering report recommendations would be a condition of the building permit that would be issued by the City of Jurupa Valley and enforced by the City Building Department per PPPs 4.6-1 and 4.6-2. Project development would not expose people or structures to substantial risks from strong ground shaking, and impacts would be less than significant.

iii) Liquefaction

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. The geotechnical report determined that soils under most of the Project site are potentially liquefiable.

Portions of the younger alluvium have been determined to be potentially liquefiable, while the older alluvium is generally resistant to liquefaction. Alta performed fourteen CPT-soundings in the subject area in order to supplement the previous subsurface information onsite and refine the liquefaction calculations, in addition to the seven soundings performed for the previous report by Alta in 2015. The liquefaction analysis assumed that groundwater will be encountered at five feet below the existing ground surface. Liquefiable soils range in depth from five to 50 feet below ground surface (bgs). The geotechnical investigation also assumed the upper five feet of the existing soil shall be removed and recompacted, or otherwise mitigated (Alta, 2022, p. 9).

The 2022 geotechnical report update sets forth the following recommendations for minimizing hazards from liquefaction:

i) Remove and recompact younger alluvium which covers the majority of the Project site, except for the western boundary of the Project up to SR-60 EB to depths of 10 feet below existing grade. This recommendation applies only to building pads for lightly loaded structures that may be built on post-tensioned or mat slab foundations designed for two inches of dynamic settlement in a horizontal distance of 40 feet (Alta, 2022, p. 5).

ii) For larger structures (1.5-million square foot industrial building and 1-million square foot warehouse and retail building) with higher design loading and less tolerance for settlement, other methods of minimizing the liquefaction hazard may be more suitable. These methods may include stone columns, dynamic compaction, or rammed aggregate piers.

    a. For industrial/logistics and residential uses in the east part of the Project site it is assumed that measures for liquefiable soils will need to extend to a depth of 20 to 30 feet below ground surface (bgs).

    b. The retail/commercial, residential (east) and park and recreation areas are sited over a transition between older alluvium and younger alluvium. Thus, in addition to minimizing the liquefaction potential in the younger alluvium, the potential differential settlement between the portions of the structure founded on older alluvium and younger alluvium will need to be addressed. This may include over-excavation of the older alluvium which is on the western boarder of the Project site, up to SR-60 EB and replacement with compacted fill, or deep foundations that extend to the older alluvium in the younger alluvial areas (Alta, 2022, pp. 5-6).

As discussed in PPP 4.6-2, implementation of the Geotechnical Investigation recommendations, as required by Municipal Code § 8.05.010, the Project is required to comply with the approved recommended seismic design requirements contained in the Project's Geotechnical Evaluation, approved by the City, and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards. Therefore, project development would not cause substantial risks to people or structures arising from liquefaction after implementation of

the recommendations in the 2022 updated geotechnical report, and impacts would be less than significant.

iv) Landslides

Landslide hazards are not considered to be present onsite due to the lack of slopes on or next to the site (Alta, 2022). As presented in PPP 4.6-2, compliance with recommendations of the updated geotechnical report would be a condition of issuing grading permits. All PPPs will be included in the MMRP to ensure compliance. Project development would not exacerbate landslides hazards.

Level of Significance Before Mitigation: With implementation of PPPs 4.6-1 and 4.6-2, impacts would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold b): Would the project result in substantial soil erosion or the loss of topsoil?

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.6-3 **Prepare and Implement Stormwater Pollution Prevention Plan.** As required by Municipal Code Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, 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.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

B.2 Impact Analysis

Project construction would involve disturbance, exposure and excavation of large amounts of soil and thus could cause severe erosion if effective erosion control measures were not used.

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2009-0009-DWQ, issued by the State Water Resources Control Board (SWRCB) in

2009. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying Best Management Practices (BMPs) that would be used by the Project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described below in **Table 4.6-2**. Each development project undertaken in accordance with the Specific Plan would be required to prepare and implement a SWPPP. Erosion impacts from project construction would be less than significant after preparation and implementation of each of the development project SWPPPs.

During Operation all roads will be paved and vehicles would not be operating or permitted on any unpaved surfaces. In addition, the Specific Plan requires landscaping be integrated into each development Project along with soil stabilization in the form of mulch or rock to prevent soil erosion and dust from the Project.

Table 4.6-2
CONSTRUCTION BEST MANAGEMENT PRACTICES

Category	Purpose	Examples
Erosion Controls	Consists of using project scheduling and planning to reduce soil or vegetation disturbance (particularly during the rainy season), preventing or reducing erosion potential by diverting or controlling drainage, as well as preparing and stabilizing disturbed soil areas.	Scheduling, preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, straw mulch, geotextile and mats, wood mulching, earth dikes and drainage swales, velocity dissipation devices, slope drains, streambank stabilization, compost blankets, soil preparation/roughening, and non-vegetative stabilization
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Silt fence, sediment basin, sediment trap, check dam, fiber rolls, gravel bag berm, street sweeping and vacuuming, sandbag barrier, straw bale barrier, storm drain inlet protection, manufactured linear sediment controls, compost socks and berms, and biofilter bags
Wind Erosion Controls	Applying water or other dust palliatives to prevent or minimize dust nuisance.	Soil binders, chemical dust suppressants, covering stockpiles, permanent vegetation, mulching, watering, synthetic covers, and minimization of disturbed area
Tracking Controls	Minimize the tracking of soil offsite by vehicles.	Stabilized construction roadways and construction entrances/exits, and entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	Water conservation practices, temporary stream crossings, clear water diversions, potable and irrigation water management, and the proper management of the following operations: paving and grinding; dewatering; vehicle and equipment cleaning; fueling and maintenance; pile driving; concrete curing; concrete finishing; demolition adjacent to water; material over water; and temporary batch plants.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Stockpile management, spill prevention and control, solid waste management, hazardous waste management, contaminated soil management, concrete waste management, sanitary/septic waste management, liquid waste management, and management of material delivery storage and use.

Source: California Stormwater Quality Association (CASQA), 2019.

Level of Significance Before Mitigation: With implementation of PPP 4.6-3, impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

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?

Under the City's local significance threshold, the project would have significant effects if: The project is located with the following areas:

- General Plan Figure 8-6: landslide Susceptibility in Jurupa Valley.
- General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley.
- An area susceptible to subsidence as identified in the Parcel Report available on the Riverside County Map My County website.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.6-1 and 4.6-2, set forth above in Section 4.6.6.A, also apply to hazards from unstable soils.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

C.2 Impact Analysis

Project impacts respecting landslide and liquefaction hazards are addressed in Section 4.6.6.A.

Lateral Spreading

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Lateral spreading could occur onsite due to the presence of potentially liquefiable soils. Hazards arising from liquefiable soils would be less than significant after compliance with recommendations of the updated geotechnical report for minimizing liquefaction hazards summarized in Section 4.6.A.2.iii above.

Subsidence

The Project site is not in an area of land subsidence mapped by the U.S. Geological Survey (USGS, 2022). Project development would not cause soil instability relating to ground subsidence, and impacts would be less than significant.

Collapsible Soils/Hydro-consolidation

Collapsible soils shrink upon being wetted and/or being subject to a load. The updated geotechnical report determined that shallow site soils – to depths of at least 10 feet below ground surface – are unsuitable for supporting the proposed structures and other improvements, and recommended several measures for adequately supporting the proposed structures and improvements, described above in Section 4.6.A.2.iii. Project development would not cause soil instability arising from collapsible soils after implementation of recommendations in the geotechnical report, and impacts would be less than significant.

Level of Significance Before Mitigation: With implementation of PPPs 4.6-1 and 4.6-2, impacts arising from lateral spreading, ground subsidence, and collapsible soils would be less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

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?

Under the City's local significance threshold, the project would have significant effects if: The project site is located on soil that has an EI Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.6-1 through 4.6-3, set forth above in Section 4.6.6.a and b, also applies to risks of building on expansive soils.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

D.2 Impact Analysis

Expansive soils swell when wetted and shrink when dried; the swelling or shrinking can shift, crack, or break structures built on such soils. Onsite soils are expected to have low to very low expansion potentials, and some soils with medium expansion potential may be present. Soils with medium expansion potential are expected to be present throughout the Project site. The Updated Geotechnical Report provides recommendations (on pp. 28-45; see **Appendix D9**) addressing expansion hazards in soils with very low, low, and medium expansion potentials (Alta, 2022 pp. 28-45; Alta, 2022, pp. 6-7). The updated geotechnical report recommends further geotechnical investigation after specific

development proposals have been submitted to the City. It is expected that soils will be wetted during construction; such wetting during construction is not anticipated to contribute to expansive soils hazard (Alta, 2022). Impacts arising from expansive soils would be less than significant after mandatory compliance with recommendations of the updated geotechnical report.

Level of Significance Before Mitigation: With implementation of PPPs 4.6-1, and 4.6-2, impacts arising from expansive soils would be less than significant.

D.3 Mitigation Measures

No mitigation measures are required.

D.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold e): Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Under the City's local significance threshold, the project would have significant effects if: The project's proposed septic tanks or alternative wastewater disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

E.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs are relevant to project impacts respecting alternative wastewater disposal systems.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

E.2 Impact Analysis

Project development would involve construction of a system of sewers that would connect to an existing sewer main at the intersection of Wallace Street and 34th Street; all wastewater from the Project would be conveyed to that existing main. All proposed on-site mains are sized to meet project requirements. Therefore, no septic tanks or alternative wastewater disposal systems would be required and no impact would occur.

Level of Significance Before Mitigation: No impact would occur and no mitigation is required.

E.3 Mitigation Measures

No mitigation measures are required.

E.4 Level of Significance After Mitigation

No impacts would occur and no mitigation is required.

Threshold f): Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Under the City's local significance threshold, the project would have significant effects if: The project is identified as "HIGH SENSITIVITY (HIGH A) for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

NOTE: Unique geologic features in this document are those that are unique to the field of geology. There are no unique geologic features identified in the General Plan.

F.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, programs, or policies are relevant to project impacts on paleontological resources.

Project Design Features (PDFs)

No project design features apply to project geology and soils impacts.

F.2 Impact Analysis

No known paleontological resources are present on the Project site. Fossils recovered from construction sites within approximately five miles of the Project site include mastodon and saber-toothed cat (SDNHM, 2022, p. 7).

Taking a conservative approach, Qaf deposits are presumed to be exposed at or near the surface across the largest geographic extent of these deposits indicated by existing geological, and are estimated to be overlain by at least 5 feet of Qya deposits and/or Qaf deposits in the remaining portions of the Project site (Figure 4.6-11). Project excavations to depths of less than five feet bgs would be unlikely to unearth any paleontological resources (SDNHM, 2022, p. 11). However, portions of the Project site would be excavated to depths of up to 40 feet; excavations to depths greater than five feet bgs could impact paleontological resources (SDNHM, 2022, p. 11); therefore, the Project impact on paleontological resources is potentially significant.

Level of Significance Before Mitigation: Impacts to paleontological resources would be potentially significant before mitigation.

F.3 Mitigation Measures

MM PALEO-1 Paleontological Monitoring. The following note shall be included on any Grading Plan:

"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 to be graded or excavated in excess of fifteen feet. Full-time monitoring of grading or excavation activities shall be performed starting from the surface in undisturbed areas of older Quaternary (middle to late Pleistocene) alluvial fan deposits within the Project boundary, as shown on a grading plan. 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 PALEO-2 Paleontological Resource Impact Management Plan. The following note shall be included on any grading plan:

"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 the area to be graded. 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 the San Diego Museum of Natural History on March 30, 2022 (**Technical Appendix D12** 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."

F.4 Level of Significance After Mitigation

Impacts would be less than significant after mitigation.

4.6.7 Cumulative Impacts

Geology and Soils

Geology and soils impacts are site specific and generally do not combine to result in cumulative impacts. Similar to the proposed Project, future development projects would be required to comply with applicable state and local building regulations including the CBC and City of Jurupa Valley Municipal Code § 8.05.010 et seq. Site-specific geologic hazards would be addressed in each project's geotechnical investigation. As with the proposed Project, compliance with recommendations of each project's geotechnical investigation report would be a condition of issuance of the building permit for each respective project. Therefore, no significant cumulative impact would occur.

Paleontological Resources

The area considered for cumulative impacts to paleontological resources is the Upper Santa Ana River Valley, which spans approximately 550 square miles in southwestern San Bernardino County, western Riverside County, and the east edge of Los Angeles County. The paleontological resources technical report for the proposed Project identified numerous fossil localities in western Riverside County (San Diego Natural History Museum, 2022). Many other projects would disturb soil and/or rock that could contain fossils. Each project disturbing such soil or rock would be required, as part of the CEQA process for that respective project, to have a paleontological resources investigation and/or a paleontological resources records search conducted for its Project site. Each project that could damage fossils during project construction would be required to implement mitigation requiring recovery, evaluation, and curation of any fossils discovered. Cumulative impacts would be less than significant after implementation of mitigation, and project impacts would not be cumulatively considerable.

4.7 Greenhouse Gas Emissions

This section is based in large part on information obtained from the *Greenhouse Gas Emissions Assessment for The District at Jurupa Valley Specific Plan*, prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2023c), which is provided in **Appendix D13**.

This section discusses the main GHG species of interest, regulations pertaining to climate change, the Project's consistency with plans for reducing GHG emissions, existing and predicted future GHG emissions from the Project site, and their significance under CEQA.

4.7.1 Existing Conditions

A discussed in Section 3.3, the Project site is vacant and undeveloped except for 11 single-family residences (some of which are currently unoccupied) in the central part of the site, three roadways (Wallace Street, Hall Avenue, and 30th Avenue), and two garages on the southeast site boundary at 5231 and 5225 34th Street. Remnants of demolished structures are present near Wallace Street in the middle of the site and near 30th Street and Hall Avenue in the north part of the site (AEI, 2019).

Greenhouse Gases

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHG emissions, and to establish targets and emission reduction strategies for GHG emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate GHG emissions.

The primary GHGs contributing to the greenhouse effect are CO2, CH4, and N2O. Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF6), and nitrogen trifluoride (NF3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming (Kimley-Horn, 2023c; p. 7). CO2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO2 equivalent (CO2e). CO2e emissions are calculated as the sum of the products of each species' emissions and its global warming potential (GWP). The GWP is based upon the heat-absorbing ability of a GHG compound relative to that of CO2, as well as the persistence in the atmosphere relative to that of CO2, referred to as CO2 equivalent (CO2e). The lifetime and GWP of selected GHG are summarized in Table 4.7-1. As shown in the table, GWP for a 100-year time horizon from the Intergovernmental Panel on Climate Change (IPCC) second assessment report (SAR), fourth assessment report (AR4) and the fifth assessment report (AR5) ranges from one (carbon dioxide) to 23,500 (sulfur hexafluoride). The 100-year GWP values for CO2,

CH4 and N2O were assumed in this evaluation to be 1, 25 and 298, respectively (BREEZE Software, 2022, p. 48).[27]

Table 4.7-1
GLOBAL WARMING POTENTIAL (GWP) VALUES RELATIVE TO CO2

Gas Name	Formula	Lifetime (years)	SAR GWP	AR4 GWP	AR5 GWP
Carbon Dioxide	CO_2		1	1	1
Methane	CH_4	12	21	25	28
Nitrous Oxide	N_2O	114	310	298	265
Sulphur Hexafluoride	SF_6	3200	23,900	22,800	23,500
Nitrogen Trifluoride	NF_3	740	n/a	17,200	16,100
Hexafluoroethane (PFC-116)	C_2F_6	10,000	9,200	12,200	11,100
Octafluoropropane (PFC-218)	C_3F_8	2,600	7,000	8,830	8,900
Octafluorocyclobutane (PFC-318)	C_4F_8	3,200	8,700	10,300	9,540
Tetrafluoromethane (PFC-14)	CF_4	50,000	6,500	7,390	6,630
Hydrofluorocarbon 125	HFC-125	29	2,800	3,500	12,400
Hydrofluorocarbon 134a	HFC-134a	14	1,300	1,430	1,300
Hydrofluorocarbon 143a	HFC-143a	52	3,800	4,470	4,800
Hydrofluorocarbon 152a	HFC-152a	1	140	124	138
Hydrofluorocarbon 227ea	HFC-227ea	34	2,900	3,220	3,350
Hydrofluorocarbon 23	HFC-23	270	11,700	14,800	12,400
Hydrofluorocarbon 236fa	HFC-236fa	240	6,300	9,810	8.060
Hydrofluorocarbon 245fa	HFC-245fa	8	n/a	1,030	858
Hydrofluorocarbon 32	HFC-32	5	650	675	677

***Source**: 1) California Air Resources Board (CARB) GHG Global Warming Potentials: https://ww2.arb.ca.gov/ghg-gwps 2) Greenhouse Gas Protocol, Global Warming Potential Values: https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf*

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have

[27] Other values of GWP have been published. The values used here are incorporated in the widely used CalEEMod software and so the results of this analysis may readily be compared with those of other projects.

relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere[28]. **Table 4.7-2**: Description of Greenhouse Gases describes the primary GHGs attributed to global climate change, including their physical properties (Kimley-Horn, pp. 7-8).

Table 4.7-2
DESCRIPTION OF GREENHOUSE GASES

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production

[28] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis*, *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf.

Greenhouse Gas	Description
	and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluoro-carbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Kimley-Horn, 2023c, pp. 7-8. Compiled from U.S. EPA, *Overview of Greenhouse Gases*, (https://www.epa.gov/ghgemissions/overview-greenhouse-gases), accessed February 2023; U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

4.7.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for public review on March 31, 2022, and a public scoping meeting was held April 20, 2022 at the City of Jurupa Valley City Hall. No comments were made during the EIR Scoping Meeting that pertain to GHG emissions, but two sets of comments related to greenhouse gas emissions were received later:

- In a letter dated April 27, 2022, Dr. Frank Wen of the Southern California Association of Governments, mentions that Connect SoCal, also known as the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), contains strategies that help to reduce GHG emissions from automobiles and light trucks.

- Representing the Southwest Regional Council of Carpenters, Mitchell M. Tsai submitted a letter dated April 29, 2022 stating that requiring the use of local workers for construction "can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits."

4.7.3 Regulatory Framework

Federal

U.S. Environmental Protection Agency Endangerment Finding

The authority of the U.S. Environmental Protection Agency (USEPA) to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the USEPA finalized an endangerment finding in December 2009. In light of scientific evidence, it found that six GHGs—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) — constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the USEPA's assessment of the scientific evidence that forms the basis for the agency's regulatory actions (Kimley-Horn, 2023c). The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances (Kimley-Horn, 2023c).

The federal government is taking several common-sense steps to address the challenge of climate change. The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. USEPA has been collecting a national inventory of GHG emissions since 1990, and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

Until January 19, 2017 the USEPA's regulatory initiatives included USEPA's vehicle GHG rules and Clean Power Plan, partnering with the private sector through voluntary energy and climate programs, and reducing USEPA's carbon footprint with the federal GHG requirements and USEPA's Strategic Sustainability Performance Plan. The recently concluded Trump administration had a different strategy in relation to climate change and took the USEPA in a new direction. President

Trump's Executive Order 13783, "Promoting Energy Independence and Economic Growth,"[29] specifically addressed revisions in the Clean Power Plan and standards of performance for GHGs for new stationary sources, CH_4 standards for the oil and gas sector, and light-duty vehicle GHG standards. On January 20, 2021, President Biden issued Executive Order 13990,[30] which rescinded the Executive Order on Energy Independence, along with several other executive orders concerning energy, climate, and environmental protection. Among the stated goals of Executive Order 13990 are "to reduce greenhouse gas emissions" and "to bolster resilience to the impacts of climate change." Various federal agencies are restoring prior regulations and developing new ones to further these policies.

State

Through several pieces of legislation, gubernatorial executive orders, and administrative regulations that relate to GHG emissions and climate change, California has set aggressive goals for GHG reductions within the state. Per Senate Bill (SB) 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments. The major state provisions for reducing GHG emissions include the following.

Assembly Bill 32 (AB 32)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (ARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions.[31] The ARB was directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill was the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

The first AB 32 Scoping Plan (ARB, 2008) contained the main strategies to achieve the 2020 emissions cap. The plan was developed by the ARB with input from the Climate Action Team and proposed a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the state's economy. The GHG reduction strategies contained in the AB 32 Scoping Plan included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

In May 2014, the ARB adopted the First Update to the AB 32 Scoping Plan (ARB, 2014). This update identified the next steps for California's leadership on climate change. It described progress made to meet the near-term objectives of AB 32 and defined California's climate change priorities and

[29] Executive Order 13783, Promoting Energy Independence and Economic Growth. March 31, 2017. URL: https://www.federalregister.gov/documents/2017/03/31/2017-06576/promoting-energy-independence-and-economic-growth.

[30] Executive Order 13990. Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. January 20, 2021. URL:

[31] https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp.pdf.

activities for the next several years. It also framed activities and issues facing the state as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original AB 32 Scoping Plan, the ARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons (MT) of CO_2e. As part of the update, the ARB revised the 2020 Statewide limit to 431 million MT of CO_2e, an approximately one percent increase from the original estimate. The 2020 business-as-usual forecast in the update is 509 million MT of CO_2e. The state would need to reduce those emissions by 15.3 percent to meet the 431 million MT of CO_2e 2020 limit.

In November 2017, the ARB published the 2017 AB 32 Scoping Plan (ARB, 2017), which built upon the former AB 32 Scoping Plan and Updates by outlining priorities and recommendations for the state to achieve its 2030 GHG target of a 40 percent reduction in GHGs by 2030, compared to 1990 levels. The major elements of the framework proposed are: enhancement of the Renewables Portfolio Standard (RPS) and the Low Carbon Fuel Standard (LCFS); a Mobile Source Strategy, Sustainable Freight Action Plan, Short-Lived Climate Pollutant Reduction Strategy, Sustainable Communities Strategies, and a Post-2020 Cap-and-Trade Program; a 20 percent reduction in GHG emissions from the refinery sector; and an Integrated Natural and Working Lands Action Plan.

Adopted December 15, 2022, ARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, ARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5 (Kimley-Horn, 2023c, pp. 13-14).

The key elements of the 2022 ARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by ARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place (Kimley-Horn, 2023c, pp. 13-14).

Included in the 2022 Scoping Plan (ARB, 2022) is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, ARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on residential and mixed-use projects. ARB specifically states

that Appendix D does not address other land uses (e.g., industrial). However, ARB plans to explore new approaches for other land use types in the future (Kimley-Horn, 2023c, pp. 13-14).

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development (Kimley-Horn, 2023c, pp. 13-14).

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. This new emission reduction target is a step toward the ultimate goal of reducing emissions by 80 percent below 1990 levels by 2050. The executive order also specifically addresses the need for climate adaptation and directs state government to:

- Incorporate climate change impacts into the state's Five-Year Infrastructure Plan.
- Update the Safeguarding California Plan – the state climate adaption strategy – to identify how climate change will affect California infrastructure and industry, and what actions the state can take to reduce the risks posed by climate change.
- Factor climate change into state agencies' planning and investment decisions.
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

California Senate Bills 1078, 107, 2, 100 and 350; Renewables Portfolio Standard

Established in 2002 under California SB 1078 and accelerated in 2006 under California SB 107, California's renewable portfolio standard (RPS) required retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least one percent of their retail sales annually, until they reached 20 percent by 2010.

On April 2, 2011, Governor Brown signed California SB 2 to increase California's RPS to 33 percent by 2020. This new standard also required regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016. In October 2015, Governor Brown signed into law SB 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Under SB 100, signed by Governor Brown on September 10, 2018, the renewables requirement was increased to 60 percent.

Low Carbon Fuel Standard (LCFS)

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by the ARB. The ARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as SB 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires the ARB to develop regional reduction targets for GHGs and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, the ARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the state's 18 MPOs. In May 2022, the ARB issued a regional VMT per capita reduced 12 percent below 2019 levels by 2030 and 22 percent below 2019 levels by 2045
(ARB, 2022).

California Green Building Standards (CALGreen) Code

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings (Kimley-Horn, 2023c, p. 18).

Regional

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is responsible for regional planning to achieve attainment of ambient air quality standards in the South Coast Air Basin, in which the Project is located.[32] It also enforces federal and state emission regulations through a system of source-specific rules and by requiring permits for building and operating facilities that emit criteria pollutants and toxic air contaminants. The SCAQMD does not have rules limiting GHG emissions, nor does it issue permits specifically for emissions of GHG species. However, some of its rules and permit conditions, by limiting fossil fuel combustion, have a side benefit of reducing GHG emissions.

One SCAQMD rule that could potentially reduce GHG emissions is Rule 2305 (Warehouse Indirect Source Rule), which was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points

[32] For more detailed information on the SCAQMD, refer to **Section 4.2.2**.

Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquiring zero emission (ZE) or near zero emission (NZE) trucks, requiring ZE/NZE truck visits, requiring ZE yard trucks, installing onsite ZE charging/fueling infrastructure, and installing onsite energy systems. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby (Kimley-Horn, 2023c).

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the federally-designated metropolitan planning agency for Ventura, Los Angeles, Riverside, San Bernardino and Imperial Counties. It works together with the SCAQMD to prepare the triennial Air Quality Management Plan (AQMP). It is also responsible for quadrennial updates of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the latest of which guides transportation developments between 2020 and 2045 (SCAG, 2020a).

The RTP/SCS charts a course closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within SCAG's member counties. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions (Kimley-Horn, 2023c).

Local

City of Jurupa Valley General Plan

The City of Jurupa Valley General Plan contains goals and policies that address greenhouse gas emissions (Kimley-Horn, 2023c) 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 the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

4.7.4 Methodology

CalEEMod, Version 2022.1.1, the same software that was used for the criteria air pollutant analysis, was used to estimate carbon dioxide, methane, and nitrous oxide emissions for project construction and operation. Modeling inputs and results are provided in the Greenhouse Gas Emissions Assessment by Kimley Horn (Kimley-Horn, 2023c). The model calculates the CO_2e emissions from the emissions and global warming potentials of the three aforementioned species. Project-generated vehicle emissions are based on the trip generation within the *Traffic Impact Analysis for District at Jurupa Valley in the City of Jurupa Valley* (Traffic Impact Analysis) prepared by Kimley-Horn (July 2022) and incorporated into CalEEMod as recommended by the SCAQMD. ARB's EMission FACtor Model (EMFAC 2021) was used for emissions rates in CalEEMod. Total construction emissions were

"amortized" over 30 years and added to the operational emissions (Kimley-Horn, 2023c). Further information about the analytical approach is presented in **Section 4.7.6** and **Appendix D13**.

4.7.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, sets forth the following significance thresholds and criteria for Greenhouse Gas Emissions impacts. The project would have a significant impact related to Greenhouse Gas Emissions if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

Under the City's local significance threshold, the project would have significant effects if: The project exceeds the thresholds per General Plan Policy below:

- AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

Under the City's local significance threshold, the project would have significant effects if:

- The project is inconsistent with the following: The Climate Change Scoping Plan first approved by the California Air Resources Board (CARE) in 2008 and updated every 5 years.

- Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP).

According to the CEQA Guidelines, a lead agency shall have the discretion to determine, for a specific project, whether to quantify GHG emissions and/or to rely on a qualitative analysis or performance-based standards.[33] A lead agency should consider the following factors, among others, when determining the significance of GHG emissions on the environment:[34]

- The extent to which the Project would increase or decrease GHG emission with reference to existing environmental conditions.

- Whether the Project's GHG emissions would exceed a numeric threshold of significance that the lead agency determines to apply to the Project.

- The extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional or local plan for reducing or mitigating GHG emissions.

[33] CEQA Guidelines § 15064.4(a).
[34] Ibid., § 15064.4(b).

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. As discussed above under Section 3.3, *Regional*, the SCAQMD convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This Working Group proposed a tiered approach for evaluating GHG emissions for development projects where SCAQMD 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 $MTCO_2e$ per year, project-level and cumulative GHG emissions would be less than significant (Kimley-Horn, 2023c, p. 23).

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. Although information is presented below to assist the public and decision-makers in understanding the Project's potential contribution to GHG 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 (Kimley-Horn, 2023c, p. 23)..

In addition, the Project's significance was evaluated by considering the extent to which it complies with regulations or requirements adopted to implement a statewide, regional or local plan for reducing or mitigating GHG emissions. The City of Jurupa Valley's *Environmental Review Guidelines and Thresholds of Significance* (City of Jurupa Valley, 2020) recommends that this analysis determine whether a project is consistent with the latest AB 32 climate change scoping plan, which is ARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), Adopted December 15, 2022, and the Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG, 2014).

4.7.6 Environmental Impact Analysis

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

Under the City's local significance threshold, the project would have significant effects if: The project exceeds the thresholds per General Plan Policy below:

- AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

A.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

The following include existing regulatory requirements such as plans, policies, or programs, based on federal, state, or local law, applied to the Project to reduce GHG emissions and potential impacts relating to GHG emissions. These requirements are also included in the Project's MMRP to ensure compliance:

PPP 4.7-1 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). CALGreen is updated on a three-year cycle; the 2022 CALGreen went into effect January 1, 2023. The Building Official or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303 (residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 4.410 (residential) and § 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with §4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with § 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

PPP 4.7-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.

PPP 4.7-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).

PPP 4.7-4 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

Project Design Features (PDFs)

PDF 4.2-7 to 4.2-10.

A.2 Impact Analysis

Short-Term Construction Greenhouse Gas Emissions

The Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions (in CO_2e) generated during Phase 1 and Phase 2 of construction are shown in **Table 4.7-3** (Kimley-Horn, 2023c, p. 27).

Table 4.7-3
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS

Category	$MTCO_2e$
Phase 1 Construction	
Construction Year 1 (2023)	37
Construction Year 2 (2024)	3,919
Construction Year 3 (2025)	4,424
Total Phase 1 Construction Emissions	8,380
Phase 1: 30-Year Amortized Construction Emissions	**279**
Phase 2 Construction	
Construction Year 4 (2026)	2,088
Construction Year 5 (2027)	1,918
Construction Year 6 (2028)	1,219
Total Phase 2 Construction Emissions	5,225
Phase 2: 30-Year Amortized Construction Emissions	**174**

Source: CalEEMod version 2022.1.1. Refer to Appendix D13 for model outputs in Greenhouse Gas Emissions Assessment by Kimley Horn (2023c)

As shown in **Table 4.7-3**, Phase 1 of the Project would result in the generation of approximately 8,380 $MTCO_2e$ over the course of construction and Phase 2 would generate approximately 5,225 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30 year period and then added to the operational emissions[35]. The amortized project Phase 1 construction emissions would be 279 $MTCO_2e$ per year while the amortized project Phase 2 construction emissions would be 174 $MTCO_2e$ per year. Total amortized emissions for project buildout would be 453 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease (Kimley-Horn, 2023c, p. 27).

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as project- generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment utilized within the Project site. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from, the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators (Kimley-Horn, 2023c, p. 32).

Prior to issuance of a building permit, the City of Jurupa Valley would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The Project would also be required to adhere to the provisions of CALGreen,

[35] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

which establishes planning and design standards for sustainable site development and energy efficiency. Construction activities would be required to monitor air quality emissions using applicable regulatory guidance such as the SCAQMD Rules (Kimley-Horn, 2023c, p. 28).

Operational Emissions

GHG emissions associated with project operation Phase 1, Phase 2, and project buildout (combination of Phase 1 and Phase 2) are summarized in **Table 4.7-4**. As shown in **Table 4.7-4**, the Project's total unmitigated emissions would be approximately 67,796 $MTCO_2e$ for Phase 1, 24,265 $MTCO_2e$ for Phase 2, and 92,061 $MTCO_2e$ for project buildout operation. Therefore, unmitigated GHG emissions associated with Phase 1, Phase 2, and project buildout would exceed the City's 3,000-$MTCO_2e$-per-year threshold (Kimley-Horn, 2023c, p. 28-29).

Table 4.7-4
OPERATIONAL GREENHOUSE GAS EMISSIONS

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
PHASE 1		
Construction Amortized Over 30 Years	279	279
Area Sources[1]	122	61
Energy[2]	7,720	7,180
Mobile - Passenger Cars[3]	22,896	22,226
Mobile – Trucks[3]	15,528	15,528
Off-Road - Forklifts[4]	1,848	428
Off-Road - Yard Trucks[4]	1,189	385
Backup Generators	2,530	2,530
Transport Refrigeration Units	382	368
Waste[5]	1,238	310
Water and Wastewater	1,801	1,801
Refrigerants	10,593	10,593
Total	**66,126**	**61,690**
Jurupa Valley GHG Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**
PHASE 2		
Construction Amortized Over 30 Years	174	174
Area Sources[1]	203	182
Energy[2]	3,576	3,293
Mobile - Passenger Cars[3]	17,539	17,265
Mobile - Trucks[3]	0	0
Off-Road – Forklifts[4]	0	0
Off-Road - Yard Trucks[4]	0	0
Backup Generators	0	0
Transport Refrigeration Units	0	0
Waste[5]	466	116
Water and Wastewater	163	163
Refrigerants	1,403	1,403
Total	**23,524**	**22,596**
Jurupa Valley GHG Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**
PROJECT BUILDOUT		
Construction Amortized Over 30 Years	453	453
Area Sources[1]	325	243
Energy[2]	11,296	10,473
Mobile - Passenger Cars[3]	40,435	39,491

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Mobile – Trucks[3]	15,528	15,528
Off-Road - Forklifts[4]	1,848	1,848
Off-Road - Yard Trucks[4]	1,189	1,189
Backup Generators	2,530	2,530
Transport Refrigeration Units	382	368
Waste[5]	1,704	426
Water and Wastewater	1,964	1,964
Refrigerants	11,996	11,996
Total	**89,650**	**84,286**
Jurupa Valley GHG Threshold	*3,000*	*3,000*
Exceeds Threshold?	**Yes**	**Yes**

Notes:
1. Mitigation Measure AQ-4 and AQ-5 (refer to the Project's Air Quality Assessment) prohibits installation of natural gas or wood burning fireplaces and requires electric landscaping equipment, which would reduce area source emissions. Additionally Mitigation Measure AQ-13 prohibits natural gas use in residential structures.
2. Mitigation Measure GHG-2 and GHG-3 require building energy efficiency and energy efficient appliances.
3. Mitigation Measure AQ-3 (refer to the Project's Air Quality Assessment) requires implementation of a TDM program.
4. Mitigation Measure AQ-11 (refer to the Project's Air Quality Assessment) requires operation of electric forklifts and yard trucks.
5. Mitigation Measure GHG-4 requires a minimum of 75 percent solid waste diversion.
Source: CalEEMod version 2022.1.1. Refer to Appendix D13 for model outputs.

The GHG assessment (Kimley-Horn, 2023c, p. 30) shows that the majority of the GHG emissions (63 percent unmitigated and 65 percent mitigated at project buildout) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the Project has no control over these standards.

The Project includes numerous mitigation measures that would reduce emissions. **MM AQ-3**, **AQ-4**, **AQ-5,** and **MM AQ-13** have been identified in the Project's Air Quality Assessment to reduce operational emissions and would also reduce GHG emissions. **MM AQ-3** requires the implementation of a Transportation Demand Management (TDM) program to reduce single occupant vehicle trips and encourage transit; **MM AQ-4** prohibits the use of any kind of fireplaces; and **MM AQ-5** requires all landscaping equipment used onsite to be 100 percent electrically powered. **MM AQ-13** would prohibit natural gas use in residential structures.

Additionally, the Project would further reduce GHG emissions through implementation of **MM GHG-1** through **MM GHG-4**. **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions. It should be noted that GHG emissions shown in Table 4 do not account for GHG reductions associated with MM GHG-1. **MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency; **MM GHG-3** requires the residential projects to utilize energy efficient appliances; and **MM GHG-4** requires the Project to divert 75 percent of waste from landfills. The Project would also be required to comply with **PPP 4.7-1** through **PPP 4.7-4** which would be required by local, state, or federal regulations or laws.

As shown in **Table 4.7-4**, implementation of these mitigation measures and PPPs would reduce GHG emissions to 61,690 $MTCO_2e$ for Phase 1, 22,896 $MTCO_2e$ for Phase 2, and 84,286 $MTCO_2e$ for project buildout operation. However, mitigated GHG emissions associated with Phase 1, Phase 2, and project buildout operation would still exceed the City's 3,000-$MTCO_2e$-per-year threshold. As previously discussed, and depicted in **Table 4.7-4**, the majority of the Project's GHG emissions are generated by mobile sources. The TDM program required by **MM AQ-3** would reduce GHG emissions from commuting; however, the number of delivery trips and retail customer trips would not be reduced by a TDM program.

Additional mitigation to reduce the Project's mobile emissions is not feasible due to the limited ability of the City of Jurupa Valley to address emissions resulting from mobile sources and/or emissions generated by cars and trucks outside of the City's limits. As with all land use projects, the Project's mobile and transportation related GHG emissions are a function of two parameters: emissions control technology and vehicle miles traveled (VMT).

The ARB is directly responsible for regulating mobile and transportation source emissions in the State. Regarding the first parameter, California addresses emissions control technology through a variety of legislative and regulatory schemes, including the state's Low Carbon Fuel Standard (LCFS) (Executive Order S-01-07), a regulatory program designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The regulatory standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their substitutes. Different types of fuels are evaluated to determine their "life cycle emissions," which include the emissions associated with producing, transporting, and using the fuels. Each fuel is then given a carbon intensity score and compared against a declining carbon intensity benchmark for each year. Providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets these declining benchmarks for each annual compliance period.

In 2018, ARB approved amendments to the LCFS that strengthened the carbon intensity benchmarks through 2030 to ensure that they are in line with California's 2030 GHG emission reduction target enacted through SB 32. This ensures that the transportation sector is meeting its obligations to achieve California's GHG reduction targets. The state is also implementing legislation and regulations to address the second parameter affecting transportation-related GHG emissions by controlling VMT. Examples of this include SB 375, which links land use and transportation funding and provides one incentive for regions to achieve reductions in VMT, and SB 743, which discourages VMT increases for passenger car trips above a region-specific benchmark.

Having no regulatory control over emissions control technology (e.g., LCFS), the City of Jurupa Valley has limited ability to control or mitigate emissions associated with mobile source emissions associated with this project. However, the proposed Project design includes high density development and alternative transportation infrastructure such as bicycle and pedestrian paths, that would reduce VMT and reliance on fossil fuel burning vehicles. Additional mitigation to further reduce the Project's non-mobile-source emissions is also not feasible. The Project's mitigation measures and PPPs address non-mobile emissions to the extent possible, by (i) requiring building designs to provide environmental design features, incorporate energy and water conservation measures, and provide electrical, heating, ventilation, lighting, and power systems that meet CALGreen Standards (**MM GHG-2**); and (ii) requiring the Project to meet or exceed CALGreen Tier 2 standards, which exceed code requirements. Further, the Project would divert 75 percent of solid waste from landfills (**MM GHG-4**) and require landscape equipment to be 100 percent electric (**MM AQ-5**).

The reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible, as no local programs are available that would meet CEQA's criteria for a valid mitigation measure. To reduce emissions, purchased offset credits must be genuine, quantifiable, additional, and verifiable.

There are currently three ARB-approved offset registries: Climate Action Reserve (CAR), American Carbon Registry (ACR), and Verra (formerly Verified Carbon Standard). However, even offset credits purchased from ARB-approved offset project registries have been determined in certain

circumstances to not adequately assure that purchased offset credits accurately and reliably represent actual emissions reductions, or to not guarantee that such reductions are not already required by law.

This is due to the fact that "over-crediting" can occur based on the generation of credits from actions that would have happened regardless of the offset program. "Additionality" is inherent to the fundamental idea of carbon offsets and is critical to their functioning. There are several methodologies available for registries to determine additionality, but they all depend on predictions about future factors (such as about future fuel, timber, or electricity prices) and any such analysis is therefore speculative.[36] An offset program permits an emitter to emit more than an emissions cap or target in exchange for reducing emissions elsewhere. Accordingly, the offset program must actually cause emissions to be reduced, but this is not always the case. For example, a pair of studies published in 2019 and 2021 examined California's forest carbon offsets program and found that it was likely to have overstated its total emission reductions by 80 percent or more.[37,38]

If an offset program generates credits from reductions that would have happened regardless of the offset program, and this causes the protocols to generate more credits than actual reductions in emissions, the emitter's emissions are not truly offset,[39] and therefore would not be considered adequate mitigation under CEQA. The high rates of over-crediting documented by the offset programs and protocols that have been studied, and the failure of the methods used by offset programs to ensure offset quality, means that offset credits cannot be assumed to be high-quality based solely on their being listed by a certain registry, or to necessarily result in quantified verified tons of emissions reductions.[40]

In addition, the City of Jurupa Valley, the lead agency for the Project and the entity responsible for enforcing any mitigation measures incorporated into the Project to potentially reduce impacts, has no enforcement authority over offset credits that fund carbon reduction projects outside of the City. Therefore, as a conservative measure, the use of carbon offsets has not been considered for the Project (Kimley-Horn, 2023c, p. 32).

Thus, despite the incorporation of all feasible mitigation measures, the remaining mobile emissions cannot feasibly be mitigated because neither the Project nor the City has the regulatory authority to control tailpipe emissions.

Level of Significance Before Mitigation: Implementation of PPPs 4.7-1 through 4.7-4 would reduce construction impacts from GHG emissions to less than significant. However, although

36 Stockholm Environment Institute and Greenhouse Gas Management Institute. Carbon Offset Guide. Additionality. Website: https://www.offsetguide.org/high-quality-offsets/additionality/.

37 Haya, Barbara. POLICY BRIEF: The California Air Resources Board's U.S. Forest offset protocol underestimates leakage. May 2019. Website: https://gspp.berkeley.edu/assets/uploads/research/pdf/Policy_Brief-US_Forest_Projects-Leakage-Haya_4.pdf.

38 Badgley, G., Freeman, J., Hamman, J. J., Haya, B., Trugman, A. T., Anderegg, W. R. L., & Cullenward, D. (2022). Systematic over-crediting in California's forest carbon offsets program. Global Change Biology, 28, 1433– 1445. Website: https://doi.org/10.1111/gcb.15943.

39 Stockholm Environment Institute and Greenhouse Gas Management Institute. Carbon Offset Guide. How Carbon Offset Programs Address Additionality. Website: https://www.offsetguide.org/high-quality-offsets/additionality/high-quality-offsets-additionality-how-carbon-offset-programs-address-additionality/.

40 Haya, B., Cullenward, D., Strong, A., Grubert, E., Heilmayr, R., Sivas, D. & Wara, M. (2020) Managing uncertainty in carbon offsets: insights from California's standardized approach, Climate Policy, 20:9, 1112-1126. https://doi.org/10.1080/14693062.2020.1781035.

implementation of PPPs 4.7-1 through 4.7-4 would reduce project operational impacts from GHG emissions, impacts from project operation would still remain significant before mitigation.

A.3 Mitigation Measures

The Project includes numerous mitigation measures that would reduce emissions. **MM AQ-3**, **AQ-4**, **AQ-5, and MM AQ-13** have been identified in the Project's Air Quality Assessment to reduce operational emissions and would also reduce GHG emissions. Additionally, the Project would further reduce GHG emissions through implementation of **MM GHG-1** through **MM GHG-4**.

MM GHG-1 Renewable Energy Generation. Prior to issuance of each building's permit for each development phase, the Project shall be required to install solar photovoltaic (PV) panels or other source of renewable electricity generation on-site, based on the maximum roof area available for solar (i.e., solar-ready zone). The solar-ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access, pathway, ventilation, and spacing requirements, and exclude skylight area.

The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption.

Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. The schedule of photovoltaic system locations may be updated as needed.

MM GHG-2: **Building Energy Efficiency.** Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) standards or meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application in order to exceed 2023 Title 24 energy efficiency standards by a minimum of 15 percent.

MM GHG-3: **Energy Efficient Appliances.** For residential projects, all major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) installed shall be Energy Star certified or of equivalent energy efficiency where applicable. Prior to the issuance of the certificate of occupancy, the City of Jurupa Valley shall verify implementation of this requirement.

MM GHG-4: **Solid Waste Diversion.** The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with City standards for recyclable collection and loading areas. The diversion plan shall also comply with the established solid waste and recycling laws including SB 1383, AB 939 and AB 341.

A.4 Level of Significance After Mitigation

Impacts would remain significant and unavoidable. No additional feasible mitigation measures are available that can reduce impacts to less than significant. As explained above, the Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000-$MTCO_2e$ threshold. There are no additional measures available that would further reduce emissions because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the City of Jurupa Valley (Kimley-Horn, 2023c, 34).

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

Under the City's local significance threshold, the project would have significant effects if:

- The project is inconsistent with the following: The Climate Change Scoping Plan first approved by the California Air Resources Board (CARE) in 2008 and updated every 5 years.
- Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP).

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

See discussion under A.1 above. PPP 4.7-1 through PPP 4.7-4 also apply to this threshold.

Project Design Features (PDFs)

No specific project design features apply to the Project for reducing greenhouse gas emissions.

B.2 Impact Analysis

Western Riverside Council of Governments Climate Action Plan Consistency

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 (Kimley-Horn, 2023c, p. 35):

> "*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.*" (Kimley-Horn, 2023c, p. 35).

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. Additionally, the GHG reduction targets within the WRCOG Subregional CAP and 2017 General Plan Policy AQ 9.1.1 have been superseded by SB 32 (40 percent below 1990 levels by 2030) and AB 1279 (85 percent below 1990 levels by 2045). The 2022 Scoping Plan reflects SB 32 and AB 1279 GHG reduction targets anis further analyzed below (Kimley-Horn, 2023c, p. 35).

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, incorporating highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in **Table 4.7-5**.

Table 4.7-5
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY

SCAG Goals		Compliance	
GOAL 1	Encourage regional economic prosperity and global competitiveness.	N/A	This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site and development of the site would contribute to regional economic prosperity.
GOAL 2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent	Although this project is not a transportation improvement project, the Project is located near existing transit routes of I-215, I-10, I-15, and SR-60.
GOAL 3	Enhance the preservation, security, and resilience of the regional transportation system.	N/A	This is not a transportation improvement project and is therefore not applicable.
GOAL 4	Increase person and goods movement and travel choices within the transportation system.	N/A	This is not a transportation improvement project and is therefore not applicable.
GOAL 5	Reduce greenhouse gas emissions and improve air quality.	Consistent	The Project site is currently characterized as predominantly underutilized vacant disturbed land, with limited previous development of older residential properties. The Project site is located within an urban area in proximity to existing transit routes, freeways, and residential development. In addition, the Project site is located 2 miles from the Riverside City Center. Although project-related GHG emissions exceed numeric thresholds, the location of the Project within a developed area would place an employment center adjacent to existing and future residential uses. Locating an employment center in close proximity to existing residential uses would potentially reduce trip lengths required for existing residents to travel to work and/or commercial services. Reduction of trip lengths would result in reduced GHG and air quality emissions. It should be noted that the GHG emissions depicted in Table 4.7-3 conservatively do not account for internal capture and pass-by trips, which would further reduce mobile emissions. Additionally, mobile emissions would be reduced through implementation of a TDM program, as required by MM AQ-3. The Project would reduce air quality and GHG emissions through additional mitigation measures such as electrifying development and improving energy efficiency (MM AQ-5, MM AQ-13, MM GHG-1, MM GHG-2, and MM GHG-3), as well as waste reduction (MM GHG-4).

SCAG Goals		Compliance	
GOAL 6	Support healthy and equitable communities	Consistent	Although the Project exceeds regional thresholds for criteria pollutants based on the Air Quality Assessment, the Project does not exceed localized thresholds. Based on the Friant Ranch decision, projects that do not exceed the SCAQMD's LSTs would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and result in no criteria pollutant health impacts.
GOAL 7	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A	This is not a project-specific policy and is therefore not applicable.
GOAL 8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A	This is not a project-specific policy and is therefore not applicable.
GOAL 9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A	The Project is a specific plan and involves development of a mix of uses (residential, open space, commercial, business park, and industrial) that would provide diverse housing options that would be served by Metrolink trains and Route 29 Riverside Transit Agency (RTA). Specifically, future residential uses would be located approximately 2.6 miles from the Metrolink Riverside Downtown Station and approximately 940 feet from the nearest bus stop along Rubidoux Boulevard (Rubidoux FS 34th stop).
GOAL 10	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A	This project is located within an urban area and is not located on agricultural lands. Specifically, the Project site is characterized as predominantly underutilized vacant disturbed land, with limited previous development of older residential properties. There are no natural lands onsite.

Source: Kimley-Horn, 2023c , Table 5, pp. 36-37. Southern California Association of Governments, *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy,* 2020. (Cited in Kimley-Horn, 2023c.)

As shown in **Table 4.7-5,** the Project would be in compliance with the 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS] and would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts would be less than significant in this regard.

California Air Resources Board Scoping Plan Consistency

Adopted December 15, 2022, ARB's *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions

by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, ARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5 (Kimley-Horn, 2023c, p. 38).

The key elements of the 2022 ARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission (ZE) transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by ARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include (Kimley-Horn, 2023c, p. 38):

- Implementing SB 100 (achieve 100 percent clean electricity by 2045);
- Achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and
- Implementing the Advanced Clean Fleets regulation to deploy zero-emission vehicle (ZEV) buses and trucks.

Other transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires ARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology (Kimley-Horn, 2023c, p. 38).

As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new residential developments. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand (Kimley-Horn, 2023c, p. 38).

Scoping Plan Appendix D, Local Actions

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the State in meeting the ambitious targets set forth in the 2022 Scoping Plan. That appendix includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, ARB

identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on residential and mixed-use projects.[41] ARB specifically states that 2022 Scoping Plan Appendix D does not address other land uses (e.g., industrial).[42] However, ARB plans to explore new approaches for other land use types in the future (Kimley-Horn, 2023c, p. 38-39).[43]

ARB Scoping Plan Appendix D lists potential actions that support the State's climate goals. However, the Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency (Kimley-Horn, 2023c, p. 39).

The proposed Project would include a number of the potential mitigation measures for construction and operation. For example, the 2022 Scoping Plan's construction measures include enforcing idling time restrictions on construction vehicles, requiring construction vehicles to operate highest tier engines commercially available, diverting and recycling construction waste, minimizing tree removal, and increased use of electric and renewable fuel powered construction equipment and required renewable diesel fuel where commercially available. These measures are consistent with the requirements in **MM AQ-1** which requires the minimization of idling and the use of clean off-road engines (Kimley-Horn, 2023c, p. 39).

ARB Scoping Plan Appendix D recommends the following three priority areas and identifies these as residential and mixed-use project attributes to qualitatively determine consistency with the 2022 Scoping Plan (Kimley-Horn, 2023c, p. 39):

1. Transportation electrification
2. VMT reduction
3. Building decarbonization

The 2022 Scoping Plan Appendix D notes that projects that have all of the key project attributes should accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals (Kimley-Horn, 2023c, p. 39).

Transportation Electrification. Table 3 in the 2022 Scoping Plan, Appendix D, notes that to be clearly consistent with the State's goals, projects should provide EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the CALGreen code. The Project is consistent with this attribute as **MM GHG-2** requires project EV charging to meet CALGreen Tier 2 standards (Kimley-Horn, 2023c, p. 39).

VMT Reduction. The Scoping Plan notes that to be consistent with the VMT reduction attribute, projects should be located on sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land; do not result in the loss or conversion of natural and working lands; and consist of transit-supportive densities (minimum of 20 residential

41 California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions, Page 21, November 2022.

42 California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions, Page 4, November 2022.

43 California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions, Page 21, November 2022.

dwelling units per acre). The proposed Project is surrounded by existing urban uses, does not result in the loss of natural and working lands (i.e., it would redevelop underutilized vacant disturbed land, with limited previous development of older residential properties), and has a density of approximately 30 dwelling units per acre. Additionally, the Project site is located in close proximity to existing transit routes and the Riverside City Center. Furthermore, **MM AQ-3** (see the Project Air Quality Assessment) would reduce mobile source emissions through the implementation of a TDM program (Kimley-Horn, 2023c, p. 39-40).

Building Decarbonization. Building decarbonization involves maximizing energy efficiency and eliminating use of fossil fuel energy. **MM GHG-1** requires the Project to include renewable solar energy, **MM GHG-2** requires the Project to meet CALGreen Tier 2 energy efficiency standards, **MM AQ-5** requires the use of electric landscape equipment, **MM GHG-3** requires electric Energy Star rated appliances, and **MM AQ-13** prohibits natural gas use in residential structures (Kimley-Horn, 2023c, p. 40).

The proposed Project would include the ARB 2022 Scoping Plan Appendix D key residential and mixed-use project attributes as design features or mitigation (refer to **MM GHG-1** through **MM GHG-4**). As noted above, these measures include EV charging stations, TDM measures, transit-supportive densities, and building decarbonization, as well as prohibiting wood-burning fireplaces, requiring solar panels, requiring energy conserving appliances, and requiring low-flow toilets and faucets (Kimley-Horn, 2023c, p. 40).

Conclusion

The proposed Project would be consistent with the SCAG's RTP/SCS and the ARB Scoping Plan, and would be required to comply with existing regulations, including applicable measures from the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017). The Project would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). As such, the Project would not conflict with any other State-level regulations pertaining to GHGs (Kimley-Horn, 2023c, p. 40).

As shown in **Table 4.7-4,** approximately 80 percent of the Project's buildout GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan goals described above (including achieve 100 percent clean electricity by 2045 [SB 100], achieving 100 percent zero emission vehicle sales in 2035 [Advanced Clean Cars II], and implementing the Advanced Clean Fleets regulation [ZEV buses and trucks]). The City has no control over vehicle emissions (approximately 64 percent of the Project's total emissions), with the exception of land use decisions that could reduce VMT. However, these emissions would decline in the future due to statewide measures discussed above (including the reduction in fuels' carbon content, ARB's Advanced Clean Car Program, ARB's Mobile Source Strategy, fuel efficiency standards, etc.), as well as cleaner technology and fleet turnover. SCAG's 2020 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.[44] The Project includes a mix of residential, commercial, business park, open space, and industrial land uses that would potentially reduce the need to travel long distances for some residents and reduce associated GHG emissions (Kimley-Horn, 2023c, p. 40).

[44] California Air Resources Board, SB 375 Regional Plan Climate Targets, https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets.

Presently, it is not possible to quantify the emissions savings from future regulatory measures that have not yet been developed; nonetheless, it can be anticipated that project operations would benefit from applicable measures are enacted to meet State GHG reduction goals. The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements specified through the 2022 Scoping Plan (Kimley-Horn, 2023c, p. 40-41).

As discussed above, **MM AQ-3** as identified in the Project's Air Quality Assessment, would reduce mobile source emissions through the implementation of a TDM program. PPP 4.7-1 through PPP 4.7-4, as required by the California Building Code, would provide designated parking to promote the use of alternative fuels and clean fleets, water-efficient irrigation systems and devices, recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, facilitate future installation of electric vehicle supply equipment, and limit idling times. Furthermore, **MM GHG-1** requires the Project to install solar photovoltaic systems, **MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency; **MM GHG-3** requires the residential projects to utilize energy efficient appliances; and **MM GHG-4** requires the Project to divert 75 percent of waste from landfills (Kimley-Horn, 2023c, p. 41).

In conclusion, the Project does not conflict with the applicable plans that are discussed above and therefore, with respect to this particular threshold, the Project does not have a significant impact. However, despite plan consistency, the Project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 $MTCO_2e$ per year despite the implementation of **MM AQ-3** , **MM AQ-4**, **MM AQ-5**, and **MM AQ-13** in the Air Quality Assessment and **MM GHG-1** through **MM GHG-4**, thus the Project could impede California's statewide GHG reduction goals for 2030 and 2045. A significant and unavoidable impact would therefore occur as a result of the proposed project (Kimley-Horn, 2023c, p. 41).

Level of Significance Before Mitigation: Impacts would be significant before mitigation.

B.3 Mitigation Measures

See discussion under A.3 above. **MM AQ-3 , MM AQ-4, MM AQ-5**, and **MM AQ-13** in the Air Quality Assessment and **MM GHG-1** through **MM GHG-4**, described above, apply to this project (Kimley-Horn, 2023c, p. 41).

B.4 Level of Significance After Mitigation

Significant and unavoidable impact. No additional feasible mitigation measures are available that can reduce impacts to less than significant (Kimley-Horn, 2023c, p. 41).

4.7.7 Cumulative Impacts

Climate change is a worldwide issue. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. While pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the world (Kimley-Horn, 2023c, p. 41).

It is widely recognized that no single project could generate enough GHG emissions to noticeably change the global climate.[45] The State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change.[46] As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself".[47] As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additional effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. Furthermore, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the Project-related GHG emissions would exceed the City's 3,000 $MTCO_2e$ threshold of significance despite implementation of **MM AQ-3** , **MM AQ-4**, **MM AQ-5**, and **MM AQ-13** from the Air Quality Assessment and **MM GHG-1** through **MM GHG-4** and could impede statewide 2030 and 2045 GHG emission reduction targets. As such, the Project would result in a significant and unavoidable cumulative GHG impact (Kimley-Horn, 2023c, p. 41-42).

45 California Air Pollution Control Officers Association, CEQA and Climate Change White Paper, 2008.
46 Pub. Resources Code, § 21083, subd. (b)(2)
47 Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.

4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials setting and potential effects from project implementation on the site and surrounding areas. A hazardous material is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present of potential hazard to human health and safety or to the environment if released into the workplace or environment. (Health and Safety Code §25501(o)) This section considers the nature and range of foreseeable hazardous materials and physical hazards/impacts that would result from implementation of the proposed Project. It identifies the ways that hazardous materials and other types of hazards could expose people and the environment to various health and safety risks during construction and operational activities of the proposed Project. This section also addresses airport-related hazards; impacts to emergency response and emergency evacuation plans; and hazards arising from wildland fires.

The information in this section is based on the City of Jurupa Valley General Plan (General Plan), the Jurupa Valley Municipal Code (Municipal Code), the Riverside County Airport Land Use Compatibility Plan, and the *Phase I Environmental Site Assessment, Approximately 244 Acres of Vacant Land, Jurupa Valley, Riverside County, California 92509* prepared by AEI Consultants (AEI) and dated July 15, 2022 (revised August 24, 2022). A complete copy of this Report is included as **Appendix D14** to this DEIR. This Phase I ESA also summarizes reports of previous investigations at the site. The following are previous reports that this Phase I ESA includes in an appendix.

- Limited Phase II Subsurface Investigation (Emerald Meadows; 237 Acres of Vacant Land), prepared by AEI Consultants (April 27, 2015)

- Phase I Environmental Site Assessment (Vacant Land, Jurupa Valley), prepared by AEI Consultants (October 18, 2019)

The Phase I ESA (AEI, 2022) also references and summarizes the previous Phase I Environmental Site Assessment Report, Jurupa Unified School District K-8 #1, Formerly known as Emerald Meadows Elementary, 2950 Wallace Street, Rubidoux, California prepared by Leighton Consulting Inc. (April 18, 2006) for the Jurupa Unified School District ("School District"). This previous school project was ultimately not pursued by the School District, and a school is not proposed as part of the Project.

Other information used includes the following (also in **Appendix D14**):

- Limited Soil Sampling Investigation (SSI) at Emerald Meadows, Jurupa Valley, California 92509 (the Site) prepared by AEI on November 2, 2022 (in Appendix D14).

- Subsequent Soil Sampling Results to Riverside County Department of Environmental Health's Comments AEI Project No. 464653

- Riverside County Department of Environmental Health (RCDEH) Concurrence Letter (December 2022).

4.8.1 Existing Conditions

Recognized Environmental Conditions

A recognized environmental condition (REC) is defined by the current American Society for Testing and Materials (ASTM International or ASTM) Standard E1527-21 as: "the (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment." (ASTM, 2021)

Approximately 12 acres of land in the eastern portion of the Project site, identified as Proposed K-8 No. 1 at 2950 Wallace Street, were identified as an inactive site in the Department of Toxic Substances Control (DTSC) *Envirostor* hazardous materials sites database. *Envirostor* is the DTSC's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or site where additional investigation may be necessary. This portion of the Project site was historically associated with a horse racetrack and associated buildings. According to the DTSC Envirostor summary, this area is reportedly contaminated with metals, petroleum, and polynuclear aromatic hydrocarbons (PAHs) from historical equipment repair. The specified Envirostor listing is shown as inactive as of 2008 (AEI, 2022, p. 8).

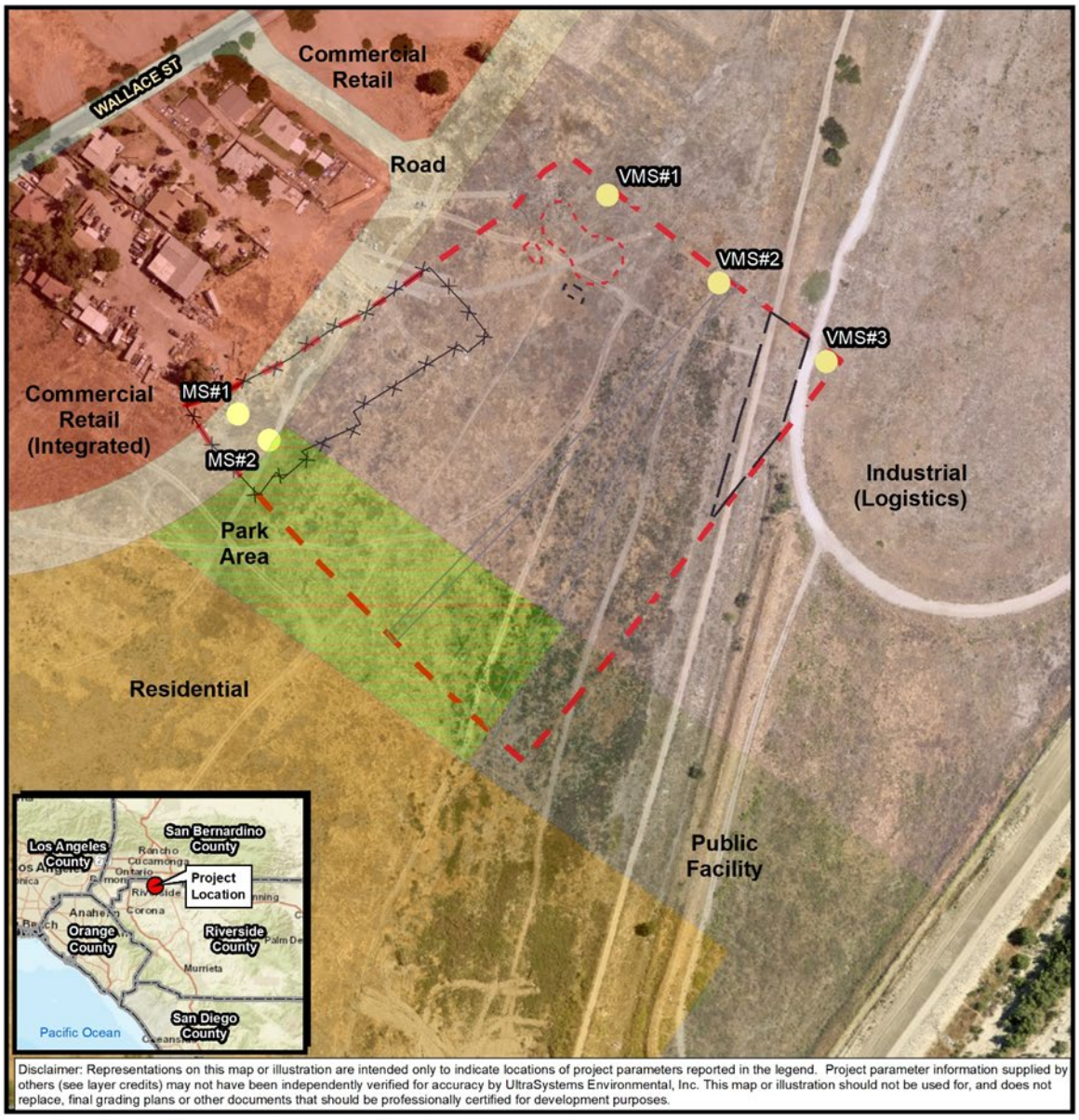
A Phase I Environmental Site Assessment Report, prepared by Leighton Consulting Inc. in 2006 for the School District, indicated the presence of two adjacent up-gradient above-ground storage tanks containing gasoline and diesel and drums containing solvents. During the 2006 reconnaissance, surficial soil staining and general debris throughout the site was observed. In addition, two up-gradient landfills, West Riverside Landfill and Belltown Landfill, were identified as potential environmental concerns (AEI, 2022, p. 8).

On September 12, 2007, the School District entered into a Voluntary Cleanup Program (VCP) Agreement with the California Department of Toxic Substances Control (DTSC). The DTSC oversaw the implementation of a Preliminary Endangerment Assessment (PEA) and associated subsequent activities. During the PEA several issues were identified, including the potential for groundwater impact beneath the Project site from two up-gradient landfills, the potential impact from an adjacent maintenance barn, the potential impact from an on-site truck storage area, and potential impact from on-site manure/manure straw piles (AEI, 2022, p. 8).

Based upon the identification of concerns in the PEA, the DTSC requested that a Supplemental Site Investigation (SSI) be conducted onsite; the SSI was conducted in July 2008. The results of the SSI indicated that 14 Polycyclic Aromatic Hydrocarbons (PAHs) were detected in soil samples collected from the proposed school site (AEI, 2022, p. 8). Some PAHs are known to contribute to cancer. Others are associated with respiratory diseases like asthma, or damage to the immune and reproductive systems (OSU, 2023). One soil sample (U-4), had a benzo(a)pyrene concentration of 4.12 milligrams per kilogram (mg/kg), greater than the California background concentration of 0.9 mg/kg at the time of the investigation. Using the highest concentrations found on site, the cumulative cancer risk for the entire site is 1.17×10^{-4}, which is above the threshold risk of 1.0×10^{-6}. The highest concentration of lead detected was 11,300 mg/kg and was identified to be above the DTSC threshold of 255 mg/kg (AEI, 2022, p. 8). The locations of borings are shown in **Figure 4.8-1** below. Thus, a removal action work plan (RAW) was recommended by the DTSC in October 2008. However, the School District

abandoned their plans for this site and the RAW was not completed. On December 15, 2022, the Project Applicant entered into a new VCP Agreement with the DTSC for the Project site and has assumed responsibility for bringing the remediation process to completion (Envirostor ID # 60003427).

Figure 4.8-1
LOCATIONS OF SSI BORINGS



Historical Recognized Environmental Conditions

An Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard E1527 as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations).

The site was historically occupied by a gas station at 3070 Rubidoux Boulevard from approximately 1966 until at least 2007. Four underground storage tanks (USTs) were removed from this site in 1994, consisting of two 7,000-gallon and one 3,000-gallon gasoline tank and one 550-gallon waste oil tank. Sampling performed at the time indicated 3,400 parts per million (ppm) of TPHg, 31,800 ppm of TRPH, 2.06 ppm of benzo(a)pyrene, 12.8 ppm of toluene, 71.3 ppm of xylene and 3.22 ppm of ethylbenzene. According to a 1996 case closure summary, the majority of the contamination was removed via excavation. It appeared as though the majority of the contamination had been in the fill material which had been excavated out. There was 3,400 ppm TPH-G still in place at 15 feet below ground surface (bgs) in the former gas tank excavation. A vapor extraction well was installed in the former central portion of the contamination and a vapor extraction test was conducted. The test showed low concentrations of TPH-G (49–110 parts per million volume [ppmv]) with no benzene, toluene, or ethylbenzene. There were trace amounts of total xylenes (1.6-2.8 ppmv) detected. It was determined concentrations appeared to be isolated to 15 feet bgs. Three USTs were removed in May 2007. According to the UST closure report, sampling performed at the time was non-detect (ND) for all constituents tested. Groundwater in the vicinity is expected to be at 50 feet bgs. No sampling data for groundwater monitoring wells was provided. The Regional Water Quality Control Board (RWQCB) classified the case as a soils-only incident. Based on the current closed regulatory status, the fact that the USTs are no longer onsite, analysis performed with ND levels for all constituents tested and time elapsed, the former presence of the USTs is considered a HREC.

Other Environmental Considerations

Other Environmental Considerations are conditions warranting discussion, but do not qualify as RECs. The Phase I Environmental Site Assessment Report (ESA) prepared by AEI in July 2022 (updated in August 2022) discusses the Phase I ESA prepared by Martin & Associates (April 24, 2008), which identified the following other environmental considerations:

Based upon a review of the Phase I ESA, the Project site—identified as Engelauf Rental Company—was identified to be formerly equipped with a 10,000-gallon diesel fuel and a 6,000-gallon gasoline UST. The USTs were reportedly removed from the Project site in 1998; however, information indicating UST locations, removal, or sampling data was not provided in the previous report. Martin indicated that no significant contamination was identified upon removal. In addition, this former tenant reportedly generated solvents, sludges, oils, machine coolant, and degreasing agents onsite. According to Martin, surface soil samples were collected by UltraSystems in the vicinity of the former Engelauf Rental Company facility. Soil sample results indicated low levels of VOCs within the soil samples, which were not expected to significantly impact human health or the environment. A sump associated with an equipment wash pad was located in the area where soil samples were collected; however, due to access issues, samples could not be collected from the vicinity of the sump (AEI, 2022, p. 11).

Based on a review of Transportation and Land Management Agency records, two permits for an industrial building were issued for 5520 30th Street in 1978. This appears to correspond with the former Engelauf Rental Company structures located at 5520 30th Street. The DTSC-HWTS website identified A&A Equipment and Construction Company owned by George Engelauf at the 5520 30th Street address generating hazardous waste consisting of aqueous solutions with organic residues and waste oil and mixed oil in 1998 and 2001.

Limited Phase II Subsurface Investigation, 2015

A Limited Phase II Subsurface Investigation report was completed at the subject property on April 27, 2015 by AEI (AEI, 2015) to determine whether soils—mainly in the northern half of the Project site—were contaminated with petroleum hydrocarbons from two USTs removed from the Project site in 1998, and/or methane that could have migrated into the site from a former landfill north of the site. On April 10, 2015, a total of 11 borings (B-1 through B-11) were advanced on the subject property, four to depths of 20 feet bgs and the remaining seven to depths of five feet bgs. Soil samples were obtained from four borings, and soil gas samples from all 11 borings. The results of soil samples analyzed for total petroleum hydrocarbons as part of this investigation were reviewed and compared to the maximum soil screening levels (AEI, 2022; pp. 9 and 11-12).

- No petroleum hydrocarbon constituents, and no VOCs, were detected in the soil samples analyzed.

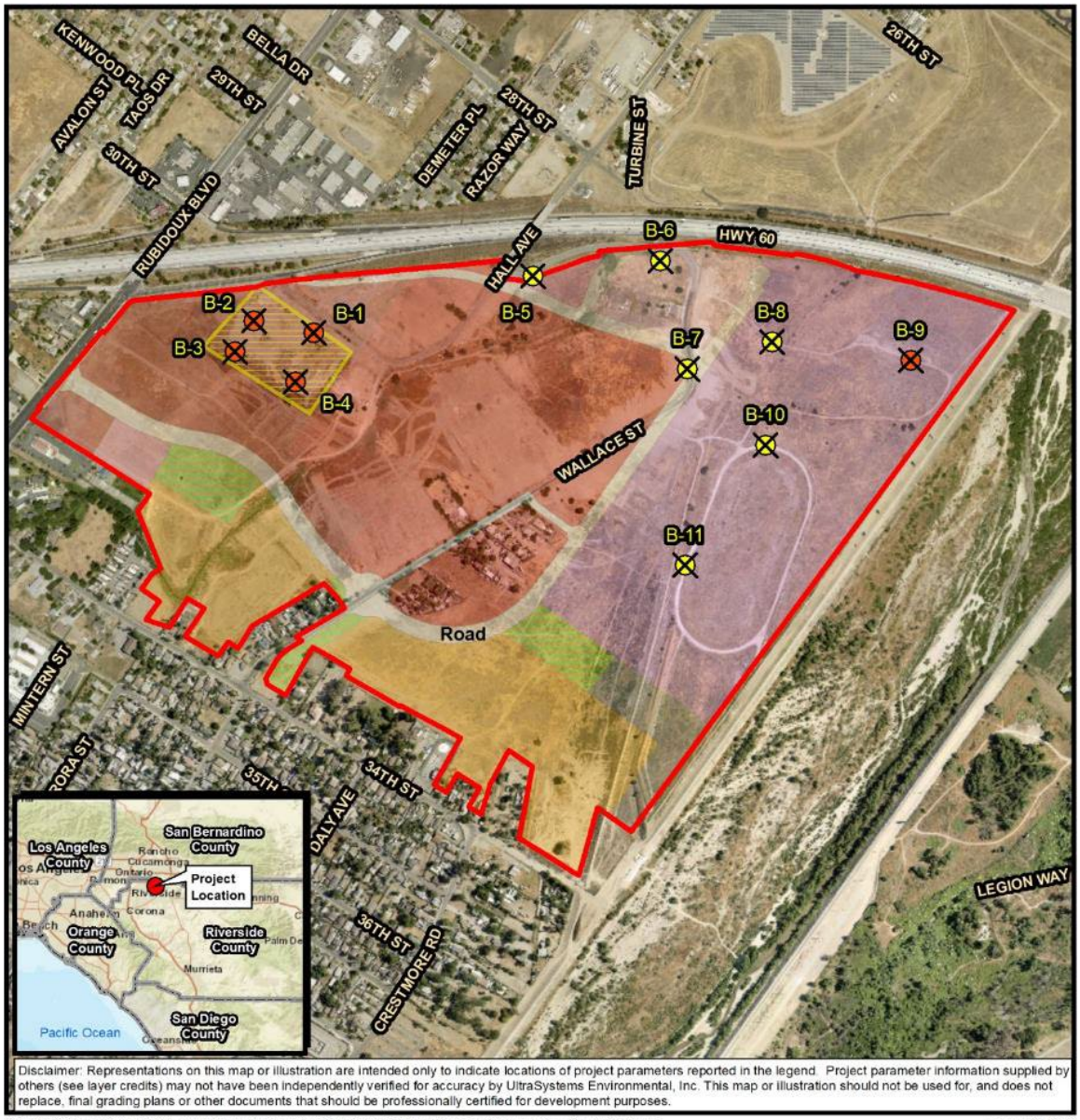
- Test results from soil gas samples taken for this investigation were compared to the vapor screening levels (VSLs) calculated from the USEPA Industrial Regional Screening Levels (RSLs). None of the VOC concentrations detected in the soil gas samples from this investigation exceeded the VSLs. No detections of methane were reported.

- The results of soil samples analyzed for metals as part of this investigation determined that metals concentrations detected were within normal background concentrations.

The concentrations of benzene, ethylbenzene, and PCE detected in soil gas samples from five boring locations, B-1, B-2, B-3, B-4, and B-9 exceed the current California Environmental Screening Level (ESL) for residential properties. The highest concentration of benzene among the five locations was 0.010 micrograms per liter (µg/L) at B-3. Concentration of ethylbenzene in the sample from B-1 were 0.052 µg/L, above the ESL of 0.037 µg/L. Concentrations of PCE in the sample from B-3 were 0.016 µg/L, above the ESL of 0.015 µg/L. However, the contaminant concentrations did not exceed the current California ESLs for commercial/industrial properties. The locations of the five borings with contaminant concentrations above ESLs are shown on **Figure 4.8-2**.

According to a review of the regulatory database report, several per- and polyfluoroalkyl substances (PFAS) listings were identified on adjoining and nearby sites. These listings appear to originate from sampling points in the subject property area that included analysis for several PFAS. Sampling points include drinking water well sampling points to the south of the subject property and remedial sampling wells associated with the northern adjoining landfill. Studies in laboratory animals indicate that some PFASs can cause reproductive and developmental, liver and kidney, and immunological effects, as well as tumors. Findings from human epidemiology studies include a small increase in serum cholesterol levels among exposed populations, as well as possible decrease in infant birth weights, effects on the immune system, cancer, and thyroid hormone disruption. Some PFASs have also been linked to phytotoxicity, aquatic toxicity, and terrestrial ecotoxicity (DTSC, 2022).

Figure 4.8-2
SOIL VAPOR SAMPLING LOCATIONS, 2015 PHASE II SUBSURFACE INVESTIGATION



Path: \\GISSVR\gis\Projects\7124_JurupaValley_DistrictatJV_EIR\MXDs\7124_DJV_X_X_Soil_Boring_LandUse_2023_01_03.mxd January 03, 2023
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; County of Riverside, 2020; AEI Consultants, August 29, 2022; UltraSystems Environmental, Inc., 2023

Scale: 1:9,000

N

0 375 750 Feet

0 125 250 Meters

Legend

- Project Boundary
- Approximate GPR Area
- Approximate Soil Boring Location
- Approximate Soil Boring Location* (Above Environmental Screening Levels)

Land Use

- Business Park
- Commercial Neighborhood
- Commercial Retail
- Commercial Retail (Integrated)
- Commercial Tourist
- Industrial (Logistics)
- Park Area
- Public Facility
- Residential
- Road

*Contaminant concentrations were above environmental screening levels for residential use

District at Jurupa Valley

Soil Boring Locations

UltraSystems

The adjoining landfills represent a potential source of PFAS contamination. On June 15, 2022, EPA issued interim updated drinking water health advisories for perfluorooctanoic acid (PFOA) and perfluorooctane sulfonic acid (PFOS) that replace those EPA issued in 2016. The concentrations detected in some of the wells in the vicinity of the subject property are above the current EPA interim updated drinking water health advisories for PFOS and PFOA. The Rubidoux Community Services District (RCSD) would provide water for the proposed Project; RCSD water sources are entirely groundwater from the Riverside-Arlington Subbasin (Subbasin) of the Upper Santa Ana River Groundwater Basin (Kreiger & Stewart, 2022). PFAS are not currently classified by the *Comprehensive Environmental Response, Compensation and Liability Act (*CERCLA) as a hazardous substance and thus the potential presence of PFAS does not represent a REC at this time. However, regulatory criteria and classifications are subject to change.

Limited Soil Sampling Investigation, 2022

A Limited Soil Sampling Investigation was conducted by AEI in October 2022 to determine whether organochlorine pesticides (OCPs) and arsenic are present in soils onsite formerly used for agriculture; the report, issued November 2, 2022 is included as **Appendix D14.1** to this DEIR. Many OCPs are carcinogens and neurotoxic; disrupt the functioning of the endocrine system; and cause hypertension, cardiovascular disorders and other health related problems in humans (Jarayaj, et al., 2017). Arsenic, in its inorganic form, is listed as a cancer-causing chemical under Proposition 65 (DTSC, 2023).

Samples consisted of 35 shallow samples of agricultural soil from nine sampling areas in the southwest part of site; seven samples from two soil stockpiles in the northern part of site; one sample from discolored soil next to two drums next to the westerly of the two stockpiles; and one sample from each of the two drums.

Agricultural soil was tested for organochlorine pesticides (OCPs) and arsenic. Stockpile soil was tested for total petroleum hydrocarbons (TPH); volatile organic compounds (VOCs); semi volatile organic compounds; polychlorinated biphenyls; OCPs; organophosphorus pesticides; polynuclear aromatic hydrocarbons; metals; and arsenic. Drum soil and contents were tested for TPH, VOCs, and metals.

Agricultural soil sample test results yielded Endosulfan I, an organochlorine insecticide, at concentrations up to 0.0568 milligrams per kilogram (mg/kg), well below the direct contact commercial/industrial environmental screening level (ESL) of 5,800 mg/kg. No other OCPs were detected above the laboratory method detection limits (MDLs). Arsenic was detected at concentrations ranging from 2.5 mg/kg to 7.3 mg/kg, above the direct contact commercial/industrial ESL of 0.31 mg/kg, but below the maximum California background concentration of 11.0 mg/kg.

Stockpile soil sample test results did not show any of the substances tested for above their respective direct contact commercial/industrial ESLs and/or laboratory MDLs.

Drum soil and contents test results: TPH carbon chain and VOCs were not detected at concentrations above their respective direct contact commercial/industrial ESLs and/or laboratory MDLs. TPH as oil was detected at a concentration of 48,500 mg/kg, which is above the DTSC Human Health Risk Assessment Note 3 of 18,000 mg/kg for commercial/industrial scenarios, but below the direct contact ESL of 180,000 mg/kg. Lead was detected in the three soil samples at concentrations ranging from 687 to 1,430 mg/kg, above the direct contact commercial/industrial ESL of 380 mg/kg and the maximum California background concentration of 97.1 mg/kg. The concentrations of lead also

exceed the Total Threshold Limit Concentrations for disposal of 1,000 mg/kg in the two drum content samples. No metals other than lead were detected at concentrations above their respective direct contact ESLs, laboratory MDLs, and/or maximum California background concentrations.

AEI recommended excavating the discolored soil for disposal at a proper facility. AEI also recommended analyzing the samples of contents of the two drums samples for California Toxicity Characteristic Leaching Procedure (TCLP) and Soluble Threshold Limit Concentration (STLC) to determine the type of waste disposal required.

Regulatory Agency Records Review

The Cortese List—a list maintained by the DTSC and the State Water Resources Control Board that provides information about the location of hazardous materials release sites—identifies the following types of hazardous materials sites: hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. All Cortese List sites located on and within 0.5 mile of the Project site are listed in **Table 4.8-1.** This table includes sites that have a status of Open, Active, Inactive, or Closed. Only open Cortese List sites are mapped on **Figure 4.8-3**.

Table 4.8-1
CORTESE SITES ON AND WITHIN 0.5 MILE OF THE PROJECT SITE

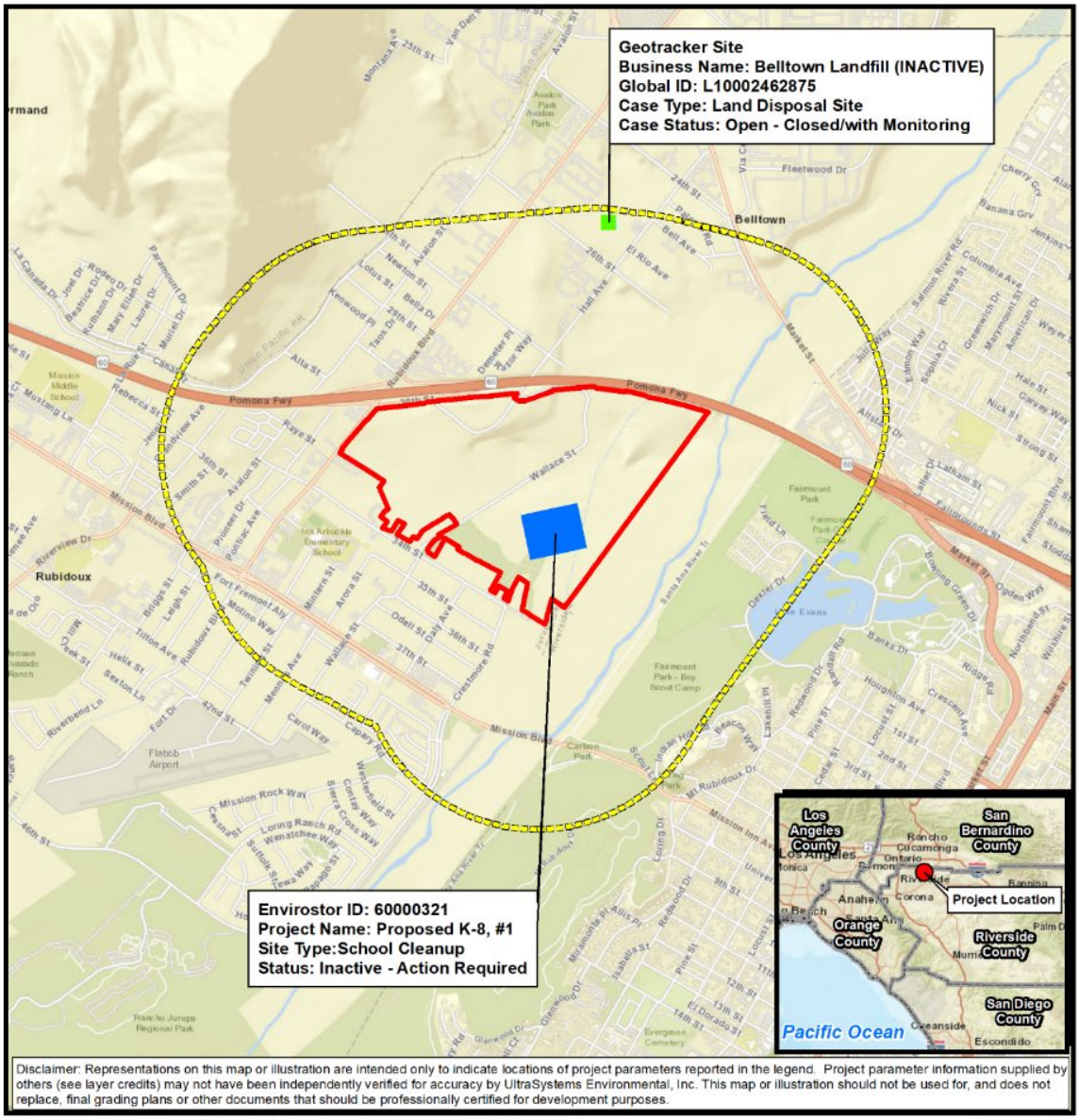
Site Name Address Distance and Direction from Permanent TMF site	Additional information
Onsite	
GeoTracker	
Chevrolet Rubidoux 3070 Rubidoux Boulevard northwest corner of site	Leaking Underground Storage Tank (LUST) Contaminants of concern: gasoline, waste oil, motor/hydraulic/lubricating Media of concern: soil case closed 1996
EnviroStor	
Proposed K-8 #1 2950 Wallace St east-central part of site	EnviroStor School Site Investigation Inactive, action required 2008
Offsite	
GeoTracker	
West Riverside Landfill 2700 Hall Avenue 800 feet north	Inactive landfill
ARCO Smog Pros 2994 Rubidoux Boulevard 470 feet north	LUST Gasoline release affected soil Case closed 2003
Mobil #18-A5D 3071 Rubidoux Boulevard 130 feet northeast	LUST Gasoline release affected drinking water aquifer Case closed 2008
	LUST Gasoline release affected soil Case closed 1989

Site Name Address Distance and Direction from Permanent TMF site	Additional information
Rubidoux Fire Department 3590 Rubidoux Blvd 700 feet west	LUST Gasoline release affected soil Case closed 1995
Thomas Baltazar 5599 Mission Blvd 0.303 mile west-southwest	LUST Gasoline release affected drinking water aquifer Case closed 2003
Former El Rancho Cleaners 5571 Mission Blvd 0.304 mile west-southwest	Cleanup Program Site contaminants of concern other chlorinated hydrocarbons, tetrachloroethylene (PCE), trichloroethylene (TCE) Case open, site assessment 2016
Chevron #9-7743 5623 Mission Blvd 0.309 mile west-southwest	LUST Gasoline release affected drinking water aquifer Case closed 2003
Mobil #18-FXE 5599 Mission Blvd 0.312 mile west-southwest	LUST Gasoline release affected drinking water aquifer Case closed 2003
Unocal #4663 5655 Mission Blvd 0.328 mile west-southwest	LUST Gasoline release affected soil Case closed 1994
Mission Auto Supply 5310 Mission Blvd 0.347 mile south-southwest	LUST Gasoline release affected drinking water aquifer Case closed 2006
Riverside County Flood Control 1995 Market St 0.386 mile east-northeast	LUST Gasoline release affected drinking water aquifer Case closed 1996
Circle K 3720 Riverside Dr 0.411 mile west	LUST Gasoline release affected soil Case closed 1995
Fairmount Park Golf 2681 Dexter Dr 0.414 mile east	LUST Gasoline release affected soil Case closed 1992
Son N Nguyen 5731 Mission Blvd 0.424 mile west	LUST
Mission Carwash/KOI 5731 Mission Blvd 0.424 mile west	LUST Diesel release affected drinking water aquifer Case closed 2000
Spartan Clean Up 1890 Market St 0.462-mile northeast	LUST Gasoline release affected drinking water aquifer Case closed 2015
Stormriverside 1890 Market St 0.462-mile northeast	LUST
Advocate Schools 5760 Mission Blvd 0.487 mile west	LUST release of waste oil/motor/hydraulic/lubricating oil affected soil; case closed 1994
EnviroStor	

Site Name Address Distance and Direction from Permanent TMF site	Additional information
Belltown 1 North of SR-60 on Hall Ave 0.292 mile north	Inactive Landfill

Source: AEI Consultants, 2022
This list includes 11 sites provided by EDR, and dated 03/21/2022 within approximately 0.5-mile of the target property and 10 HIST CORTESE list, as provided by EDR, and dated 04/01/2001.

Figure 4.8-3
OPEN CORTESE LIST SITES ON AND WITHIN 0.5 MILE OF PROJECT SITE



Other hazardous materials sites not listed on the Cortese List but described in the text of the Phase I ESA are briefly described below in **Table 4.8-2.** None of these listed sites are considered environmental concerns for the proposed Project site. One listing, at 3150 Wallace Street south of the Project site, documents drug lab waste. The other listings document regulated and permitted waste or stormwater generated activities and are not related to hazardous materials releases.

Table 4.8-2
OTHER HAZARDOUS MATERIALS SITES ON AND WITHIN 0.5-MILE OF THE PROJECT SITE

Site Name Address Distance and Direction from Permanent TMF site	Database Additional information
Onsite	
Sun Cal Companies, Golden State Fence Co, Verizon Wireless: Rubidoux, Sprint, United Management Co, AT&T Mobility (12385)	Haznet, Hazardous Waste Tracking System (HWTS), California Environmental Reporting System (CERS). Generated 0.45 tons of hazardous waste in 2008.
Emerald Meadows Ranch Development Project	California Integrated Water Quality System (CIWQS): Stormwater permit terminated 2016
SCC Acquisition Inc. 2801 Wallace St.	Haznet, HWTS. Generated approximately 2.1 tons of hazardous wastes in 2006
A&A Equip & Const Co Inc, GM Gabrych Family Limited Partnership, Inland Crane and Machinery 5520, 5520 ½ 30th St	Haznet, HWTS Generated approximately 1.4 tons of hazardous wastes, 1998-2017
Marlene Collins, Collins Plumbing 3200 Rubidoux Boulevard	Haznet, HWTS Generated 0.25 tons of hazardous wastes 1998
Ron Dingus Heavy Equip & Rep, Exclusive Automotive #1 (Ste K)	HWTS No information on materials or quantities
Offsite	
No name 3150 Wallace St Adjoining to south	Clandestine drug lab (CDL), California Hazardous Materials Reporting System (CHMIRS) Drug lab waste discovered.
Life Church of God in Christ 3245 Rubidoux Blvd Adjoining to the west	Non-generators of hazardous wastes (RCRA NonGen/ NLR)

Source: AEI, 2022

Airport-Related Hazards

Flabob Airport is approximately 0.6 mile southwest of the Project site. The Project site is in the Airport Influence Area for Flabob Airport (RCALUC, 2004), as shown in **Figure 4.8-4**. The site is in Airport Compatibility Zones D and E within the Airport Influence Area for Flabob Airport (RCALUC, 2004). In zone D, highly noise-sensitive outdoor nonresidential uses are prohibited, and children's schools, hospitals, and nursing homes are discouraged. In Zone E major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight tracks. The runway at Flabob Airport extends nearly east-west, and the principal flight tracks (as indicated by airport noise contours, shown on **Figure 4.8-5**) (RCALUC, 2004) extend nearly east-west from the airport; thus, the flight track extending east from the airport passes south of the Project site.

Figure 4.8-4
AIRPORT LAND USE COMPATIBILITY ZONES FOR FLABOB AIRPORT

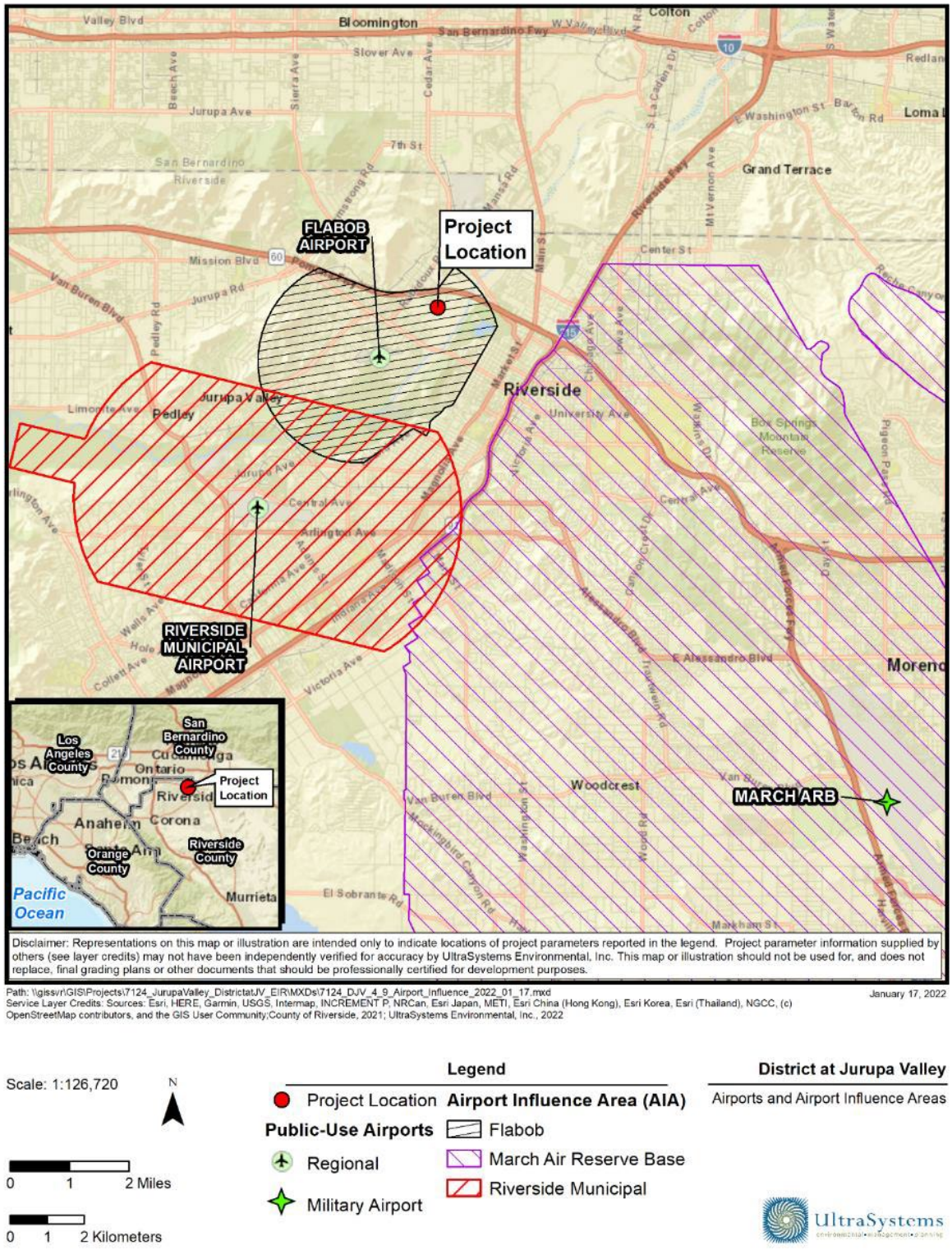
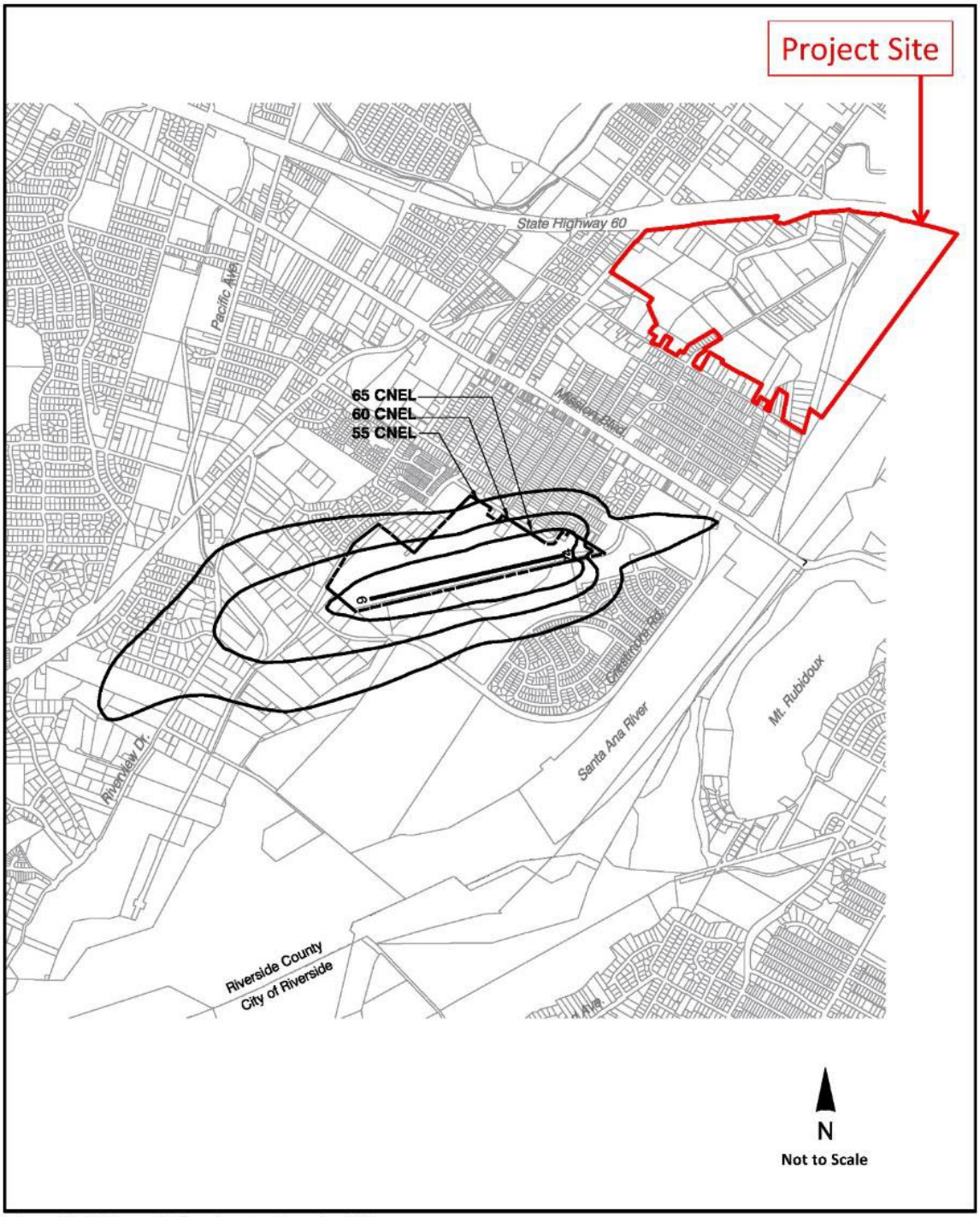


Figure 4.8-5
AIRPORT NOISE CONTOURS FOR FLABOB AIRPORT



Source: Mead & Hunt and Coffman Associates, December, 2004.

District at Jurupa Valley

Noise Contours
for Flabob Airport

UltraSystems

Emergency Response Planning

The City of Jurupa Valley is in the Riverside County Operational Area. The Riverside County Emergency Operations Plan (EOP), issued in 2006 (Riverside County, 2006), identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies as well as County agencies that would be involved in coordinating and managing responses.

The City of Jurupa Valley Local Hazard Mitigation Plan (LHMP), issued in 2018 (City of Jurupa Valley, 2018), provides additional information on hazard assessments; hazard mitigation strategies; and resources available for emergency response and hazard mitigation.

Wildfire Hazards

The Project site is not in a Fire Hazard Severity Zone (FHSZ) mapped by California Department of Forestry and Fire Protection (CAL FIRE). The nearest FHSZ to the Project site is a High FHSZ in a State Responsibility Area approximately 0.3 mile to the northwest (CAL FIRE, 2022), as shown on **Figure 4.8-6**. The nearest FHSZ in a Local Responsibility Area to the Project site is a Very High FHSZ approximately 1.8 miles to the west in the city of Jurupa Valley (CAL FIRE, 2022); see **Figure 4.8-7**. A portion of the Project site is within a Wildland Urban Interface (WUI) area mapped as an Interface Zone (CAL FIRE, 2022c); however, it does not meet the WUI criteria since it is not also located within a FHSZ.[48]

4.8.2 Notice of Preparation/Scoping Comments

No comments on hazards and hazardous materials impacts of the proposed Project were received during the EIR scoping phase.

4.8.3 Regulatory Framework

Federal

Occupational Safety and Health Act

The federal Occupational Safety and Health Act 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.

[48] CAL FIRE WUI "Interface Zone" is dense housing adjacent to vegetation that can burn in a wildfire and must meet these criteria: housing density class 2, 3 or 4; in moderate, high, or very high Fire Hazard Severity Zone; not dominated by wildland vegetation (i.e., lifeform not herbaceous, hardwood, conifer or shrub); and spatially contiguous groups of 30m cells that are10 acres and larger. https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf

Figure 4.8-6
FIRE HAZARD SEVERITY ZONE - STATE RESPONSIBILITY AREA

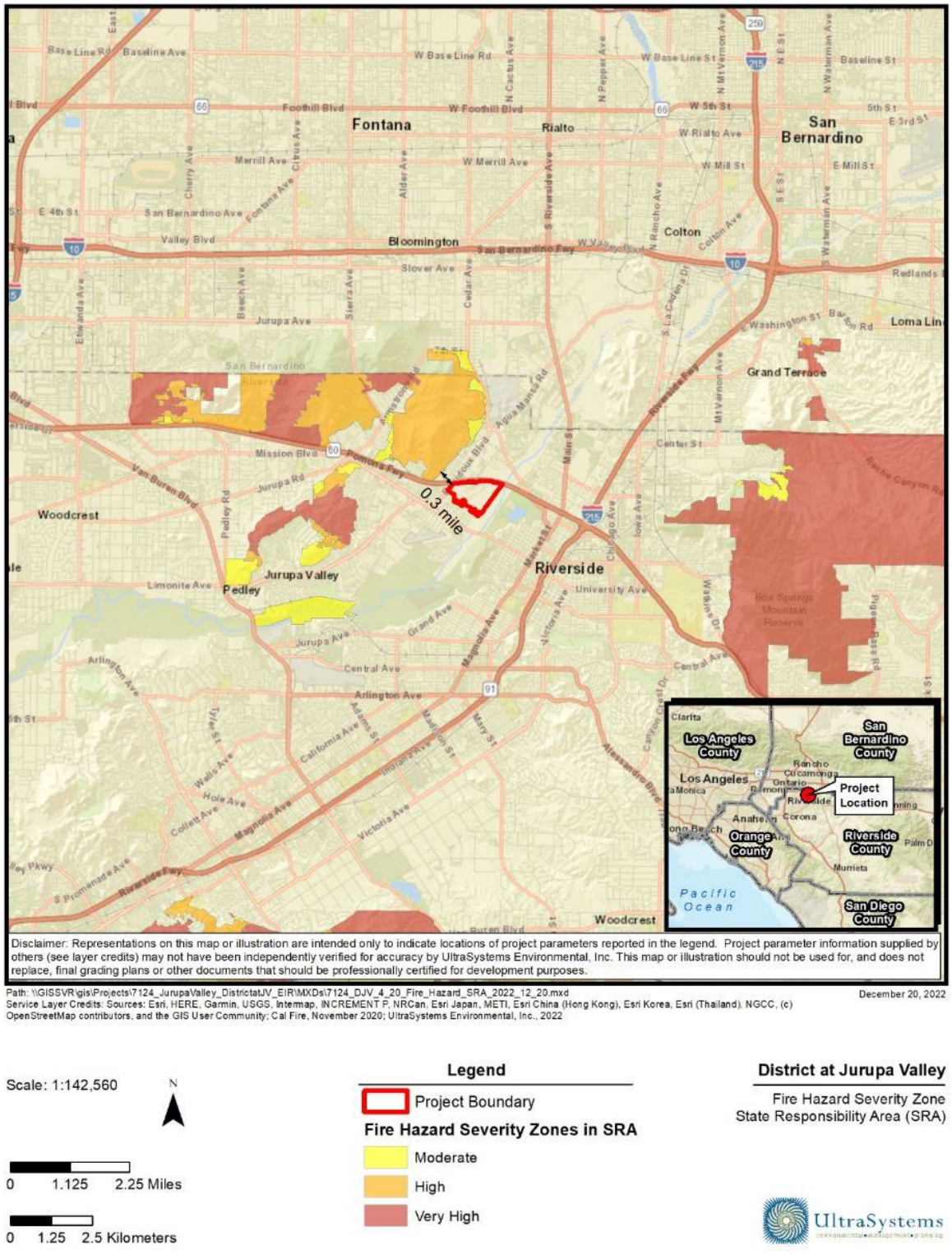
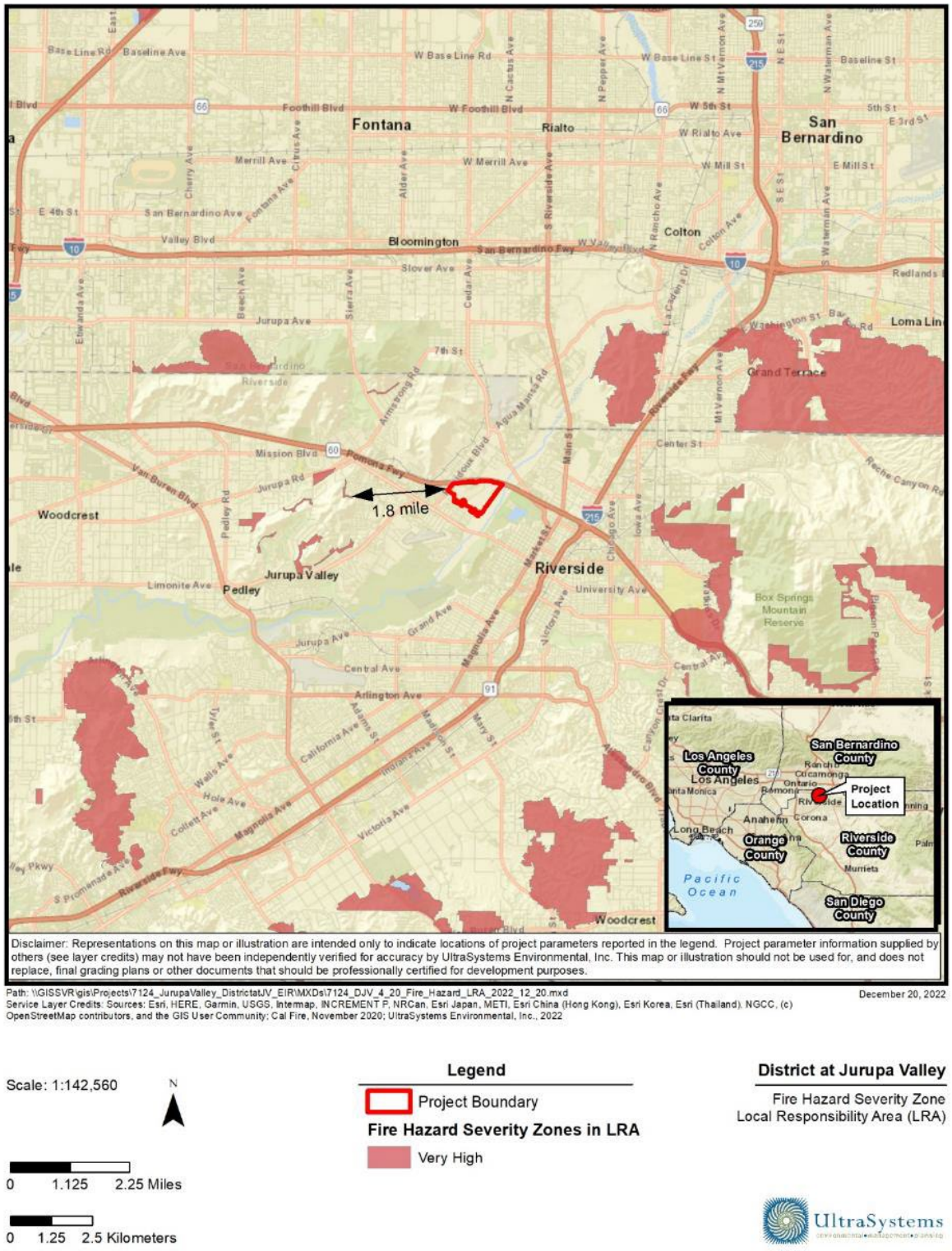


Figure 4.8-7
FIRE HAZARD SEVERITY ZONE - LOCAL RESPONSIBILITY AREA



Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the U.S. Environmental Protection Agency (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.

State

The EPA has delegated implementation and enforcement of many programs to the states. Then the states apply national standards to sources within their borders through permit programs that control the release of pollutants into the environment. However, 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 DTSC.

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 § 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.

California Hazardous Waste Control Law (HWCL)

The Hazardous Waste Control Law (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 reused 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.

California Code of Regulations (CCR), Titles 22 and 26

A variety of 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 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."

Regional

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 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.

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program)

The California Environmental Protection Agency oversees California's 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 CUPA with responsibility for overseeing the primary hazardous materials programs applicable to the Project.

Part of this program is the Hazardous Materials 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.

Local

City of Jurupa Valley General Plan

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, are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

City of Jurupa Valley Local Hazard Mitigation Plan

The City of Jurupa Valley Local Hazard Mitigation Plan (LHMP), approved in 2018, includes a vulnerability analysis for many types of hazards including earthquakes, floods, fires, and manmade hazards including terrorism and civil unrest, goals and objectives for strategies for mitigating hazards, proposed strategies and actions for reducing vulnerability to identified hazards.

4.8.4 Methodology

Phase I ESA

As discussed previously, the information in this section is based largely on the *Phase I Environmental Site Assessment, Approximately 244 Acres of Vacant Land, Jurupa Valley, Riverside County, California 92509* prepared by AEI Consultants and dated July 15, 2022 (revised August 24, 2022) (AEI, 2022a). A complete copy of this Report is included as **Appendix D14** to this DEIR. The purpose of the Phase I ESA is to assist the landowner in identifying potential RECs associated with the presence of any hazardous substances or petroleum products, and their use, storage, and disposal at and in the vicinity of the subject property. Property assessment activities focused on: 1) a review of databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the search distance; 2) a property and surrounding site reconnaissance, and interviews with the past and present owners and current occupants and operators to identify potential environmental contamination; and 3) a review of historical sources to help ascertain previous land uses at and surrounding the site (AEI, 2022; p. 15).

As discussed previously, the Phase I ESA summarizes reports of previous investigations at the site; Limited Phase II Subsurface Investigation, Emerald Meadows; 237 Acres of Vacant Land (AEI, 2015), and Phase I ESA, Vacant Land, Jurupa Valley (AEI, 2019). The Phase I ESA (AEI, 2022) also references

and summarizes the previous Phase I ESA Report, Jurupa Unified School District K-8 #1, Formerly known as Emerald Meadows Elementary (Leighton Consulting Inc., 2006).

Additional Limited Soil Sampling

Additionally, a Limited SSI (Limited Soil Sampling Investigation) was performed by AEI at the Project site and the results are presented in the report dated November 2, 2022 (in **Appendix D14**). The RCDEH requested soil sampling to determine if potential historical agricultural use has impacted the shallow subsurface at the Site. The RCDEH also requested soil samples be collected from identified stockpiles and to collect a soil sample from discolored soil adjacent to two (2) 55-gallon drums at the Site and two soil samples from the contents of the drums.

Agricultural Soil Sampling

AEI assumed the undisturbed previous agricultural land area is approximately 24.5 acres. Per the DTSC's Interim Guidance, AEI collected 35 shallow soil samples equally spaced which were laboratory-composited into nine soil samples at a California state-certified laboratory.

Stockpile Soil Sampling

AEI assumed approximately 920 cubic yards of soil are located at the western group of stockpiles and 1,500 cubic yards of soil are located at the eastern group of stockpiles. Per the DTSC Advisory, AEI collected seven discrete soil samples from randomly selected stockpiles for analysis. Since the origin of the stockpiles is unknown, AEI analyzed for all constituents listed in the Advisory.

Drum Soil and Contents Sampling

AEI collected one soil sample from the discolored soil adjacent to the drums (Drum-1) and two (2) soil samples from the contents of the two drums (Drum-2 and Drum-3) using clean laboratory-provided glass jars. The area of the discolored surface soil extended approximately three feet by three feet.

The results of the Limited SSI are presented in a report prepared by AEI on November 2, 2022 (*Limited Soil Sampling Investigation, Emerald Meadows, Jurupa Valley, California 92509*, AEI Project No. 464653) and also summarized in a letter to DO Capital from AEI on November 2, 2022 (*Subsequent Soil Sampling Results to Riverside County Department of Environmental Health's Comments, AEI Project No. 464653*) (see **Appendix D14**). The methods and results of the Limited SSI are described above in Section 4.8.1, *Existing Conditions*.

4.8.5 Thresholds of Significance

Appendix G, *Environmental Checklist***,** of the State CEQA Guidelines, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020 set forth the following significance thresholds for hazards and hazardous materials. The Project would have a significant impact related to 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.

Under the City's local significance threshold, the project would have significant effects if: The project handles a hazardous material or mixture containing a hazardous material that has a quantity at any one. time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

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.

Under the City's local significance threshold, the project would have significant effects if:

- The project handles a hazardous material or mixture containing a hazardous material (as defined in the Health and Safety Code §25501(o), see definition above in introduction) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

- The project handles or stores hazardous materials in quantity equal to or greater than the amounts specified by Health and Safety Code §25507 ***and*** is located within designated 100- or 500-year flood zones.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Under the City's local significance threshold, the project would have significant effects if: The project site is located within ¼ mile of an existing public or private school and the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

d) Be located on a site that is included on a list of hazardous materials sites compiled according to Government Code Section 65962.5. As a result, would it create a significant hazard to the public or the environment.

Under the City's local significance threshold, the project would have significant effects if: The project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5..

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?

Under the City's local significance threshold, the project would have significant effects if: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport..

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Under the City's local significance threshold, the project would have significant effects if:

- The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.
- Any required street improvements do not meet General Plan and/or City standards.
- The project has less than two (2) routes for emergency egress and ingress (unless otherwise allowed by the Fire Department).

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Under the City's local significance threshold, the project would have significant effects if: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley. .

4.8.6 Environmental 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?

Under the City's local significance threshold, the project would have significant effects if: The project handles a hazardous material or mixture containing a hazardous material that has a quantity at any one. time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

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 regarding hazards and hazardous materials. The following applies to the Project and would reduce potential impacts from hazards and hazardous materials. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.8-1 **Business Emergency Plans**. 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 a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to § 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 § 25507(a) (1) through (6).

PPP 4.8-2 **Regulations Governing Transport of Hazardous materials and Hazardous Wastes.** Any project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act), California Department of Transportation standards, and the California Occupational Safety and Health Administration standards.

PPP 4.8-3 **Regulations Governing Hazardous Waste Generation, Transportation, Treatment, and Storage.** Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the RCDEH, which serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4) Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program.

PPP 4.8-4 **Regulations governing Underground Storage Tank (UST) Repairs and/or Removals.** Any project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside Fire Department, South Coast Air Quality Management District and/or other regulatory agencies, as necessary. Any project-related use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).

PPP 4.8-5 **Regulations Governing Asbestos-Containing Materials (ACMs) or Lead-Based Paint (LBP).** Any project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (§ 39650 et seq.)
- California Code of Regulations (Title 8, § 1529)
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, § 1529 [Asbestos] and § 1532.1 [Lead])

- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

PPP 4.8-6 **Safety Regulations for Removal of Polychlorinated Biphenyls (PCBs), Mercury-Containing Light Ballast, And Mold**. The removal of other hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.

PPP 4.8-7 **Construction Near Utility or Electric Lines.** Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).

Project Design Features (PDFs)

No project design features apply to project impacts related to hazards and hazardous materials**.**

A.2 Impact Analysis

Project construction would involve transport, use, and disposal of hazardous materials including fuels, lubricants, greases, pesticides, fertilizers, and architectural coatings. The use, transport, and disposal of hazardous materials would comply with RCRA, CERCLA, OSHA, California hazardous waste control law,[49] OSHA, SCAQMD, Riverside County Department of Environmental Health (RCDEH), and RCFD requirements. Construction impacts arising from the routine use of hazardous materials would be less than significant.

The Project site would include industrial and commercial land uses. The future occupants of the proposed buildings are not yet known. However, the building occupants within the industrial land use will include warehousing, manufacturing, fulfillment, parcel hub and/or similar uses. Manufacturing uses may include manufacturing on site and shipment of goods and/or shipment/transport of goods to the Project site for manufacturing on site. Building occupants within the commercial land uses will include restaurants, recreation, and entertainment. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, pesticides, janitorial and landscaping supplies, etc.) could be used during the course of daily operations at the Project site. It is possible that other hazardous materials also could be used during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the Project site. The residential and park use components of the proposed Project would include small amounts of commercially-available janitorial, pesticide, and landscaping supplies. Hazardous materials would be stored and used during project operation in compliance with the same regulations as during project construction. Additionally, the Riverside County Department of Environmental Health (RCDEH) implements the Hazardous Materials Business Plan (Business Plan) program future industrial and commercial land use occupants will be required to develop a Business Plan. The Business Plan is

[49] Codified in California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control.

required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The plan also contains an emergency response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of emergency-response personnel, such as the local fire agency having jurisdiction. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts.

If businesses that use or store hazardous materials occupy the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper transport, use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant after regulatory compliance.

Level of Significance Before Mitigation: With implementation of PPPs 4.8-1 through 4.8-7, impacts arising from routine uses of hazardous materials would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts would be 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?

Under the City's local significance threshold, the project would have significant effects if:

- The project handles a hazardous material or mixture containing a hazardous material (as defined in the Health and Safety Code §25501(o), see definition above in introduction) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

- The project handles or stores hazardous materials in quantity equal to or greater than the amounts specified by Health and Safety Code §25507 ***and*** is located within designated 100- or 500-year flood zones.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.8-1 through 4.8-7—set forth in Section 4.8.6, A.1 above—apply to project impacts arising from accidental release of hazardous materials.

Project Design Features (PDFs)

No project design features apply to project impacts related to hazards and hazardous materials.

B.2 Impact Analysis

Project construction contractors would train construction workers in safe containment and cleanup of small hazardous materials spills and would keep equipment and supplies for containing and cleaning up small spills on their worksites. Any discolored soil encountered during excavation will be reported and excavated and disposed of at a proper facility in accordance with the recommendations by AEI and the City. In the event of a release of hazardous materials of amount and/or toxicity that onsite construction workers could not safely contain and clean up, the contractor would notify the RCDEH immediately. Construction impacts from accidental release of hazardous materials would be less than significant after regulatory compliance.

Commercial and industrial tenants of the proposed Project would comply with requirements of the RCDEH respecting Hazardous Materials Business Plans, California Accidental Release Program, underground storage tanks, aboveground petroleum storage tanks, and hazardous waste generators. Tenants would provide records of types and amounts of hazardous materials used, containment and cleanup procedures, procedures for notifying the appropriate authorities in the event of a hazardous materials release requiring first-responder assistance, and procedures for emergency evacuation and for notifying neighbors. Operational impacts arising from accidental release of hazardous materials would be less than significant after compliance with regulations.

Level of Significance Before Mitigation: With implementation of PPPs 4.8-1 through 4.8-7, impacts arising from accidental releases of hazardous materials would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be 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?

Under the City's local significance threshold, the project would have significant effects if: The project site is located within ¼ mile of an existing public or private school and the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a

quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.8-1, 4.8-3, 4.8-4, and 4.8-7—set forth in Section 4.8.6, A.1 above—apply to project hazardous materials impacts related to schools.

Project Design Features (PDFs)

No project design features apply to project impacts related to hazards and hazardous materials.

C.2 Impact Analysis

One school is within 0.25 mile of the Project site – Ina Arbuckle Elementary School at 3600 Packard Avenue in the city of Jurupa Valley, approximately 350 feet to the south. Proposed project construction would generate diesel emissions, the chief toxic air contaminant during construction will be diesel particulate matter (DPM) which is considered hazardous. A Health Risk Assessment (HRA) was performed by Kimley-Horn (2023b) for exposure of nearby workers and residents, including students at the school, to DPM emissions during construction. Details of the HRA's assumptions, calculations, modeling and risk calculations are discussed in Section A.2 Air Quality and details provided in **Appendix D2**. The HRA determined that exposure to diesel exhaust during the construction period would not pose substantial hazards to persons at the school. Impacts would be less than significant.

Level of Significance Before Mitigation: With implementation of PPPs 4.8-1, 4.8-3, 4.8-4, and 4.8-7, impacts related project hazardous materials emissions affecting persons at schools would be less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts would be less than significant.

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 § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Under the City's local significance threshold, the project would have significant effects if: The project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.8-1 through 4.8-7—set forth in Section 4.8.6, A.1 above—apply to project hazardous materials impacts.

Project Design Features (PDFs)

No project design features apply to project impacts related to hazards and hazardous materials.

D.2 Impact Analysis

The ESA identified one REC onsite: contamination with lead and benzo(a)pyrene in the former Proposed K-8 No. 1 at 2950 Wallace Street in the southwest quadrant of the Project site near the southwest portion of the former equestrian track (see **Figure 4.8-1**). One soil sample (U-4), had a benzo(a)pyrene concentration of 4.12 mg/kg, greater than California background concentration of 0.9 mg/kg at the time of the investigation. Using the highest concentrations found on site, the cumulative cancer risk for the entire site is 1.17×10^{-4}, which is above the threshold risk of 1.0×10^{-6}. The highest concentration of lead detected at the formerly proposed school was 11,300 mg/kg and was identified to be above the DTSC threshold of 255 mg/kg. A removal action work plan (RAW) was recommended by the DTSC in 2008, but this was ultimately not pursued or completed by the Jurupa Unified School District. The ESA recommends that all appropriate actions should be conducted as set forth by the DTSC (or any other applicable oversight agency) and as a result, the Project Applicant entered into a Standard Voluntary Agreement with the DTSC per **MM HAZ-1** below.

A Limited Phase II Subsurface Investigation report was completed onsite in April 2015 consisting of 11 borings advanced to depths of up to 20 feet bgs. The concentrations of benzene, ethylbenzene, and PCE detected in soil gas samples from five boring locations, B-1, B-2, B-3, B-4, and B-9 exceed the current California Environmental Screening Level (ESL) for residential properties. The highest concentration of benzene among the five locations was 0.010 µg/L at B-3. Concentration of ethylbenzene in the sample from B-1 were 0.052 µg/L, above the ESL of 0.037 µg/L. Concentrations of PCE in the sample from B-3 were 0.016 µg/L, above the ESL of 0.015 µg/L. However, the contaminant concentrations did not exceed the current California ESLs for commercial/industrial properties.[50] All five boring locations with contaminant concentrations above ESLs were in the northern part of the site in proposed commercial and industrial districts, as shown on **Figure 4.8-2** above.

The soil contaminated with benzo(a)pyrene and lead is within the area designated for industrial properties under the proposed Project. The environmental screening level (ESL) for benzo(a)pyrene in commercial/industrial soil is 130 mg/kg, well above the concentration identified on the Project site. However, the ESL for lead in commercial/industrial soil is 500 mg/kg, far below the concentration identified on the Project site (DTSC, 2022). Therefore, remediation for lead contamination is required. See **MM HAZ-1** below.

AEI conducted limited soil sampling from agricultural soil in the southwest part of the site, two soil stockpiles in the northern part of the site, and two drums next to one of the stockpiles, in October

[50] The commercial/industrial ESL for benzene is 0.014 µg/L; for ethylbenzene is 0.16 µg/L; and for PCE is 0.067 µg/L (AEI, 2022).

2022. Testing of the samples from the drum contents and soil next to the drums identified TPH as oil, and lead, at concentrations above the commercial/industrial ESLs. Remediation of the drum contents and affected soil is required to minimize hazards to future site occupants and to the environment. Based on test results from the samples, AEI recommended excavating the discolored soil for disposal at a proper facility. AEI also recommended analyzing the samples of contents of the two drums samples for California Toxicity Characteristic Leaching Procedure (TCLP) and Soluble Threshold Limit Concentration (STLC) to determine the type of waste disposal required. A Site Investigation and Remediation is included in the Standard Voluntary Agreement with the DTSC per **MM HAZ-1** below.

The DTSC requested additional sampling to reflect the most current conditions on the Project site. The Project Applicant submitted a Supplemental Site Investigation Workplan, which was approved by DTSC on May 24, 2023. The results of the Supplemental Site Investigation will govern and define the necessary extent of remediation, which will be subject to DTSC's review and approval.

Level of Significance Before Mitigation: The Project site is located on a site which is included on a list of hazardous materials sites. Impacts before mitigation would be significant.

D.3 Mitigation Measures

Based on the results of the previous sampling and reports (AEI, 2022a, 2022b), and the subsequent correspondence with the RCDEH (See Appendix D14), the following mitigation measures are required.

MM HAZ-1 **Site Remediation Management Plan:** In accordance with the December 15, 2022 Standard Voluntary Agreement entered into between the Project Applicant and the Department of Toxic Substances Control (DTSC), prior to issuance of project grading permits, the Project Applicant shall provide written verification to the City of Jurupa Valley demonstrating DTSC approval of: 1) a Supplemental Site Investigation (SSI) Work Plan; and 2) a Removal Action Work Plan (RAW) or Remedial Action Work Plan (RAP) if removal action is appropriate.

The SSI Work Plan will include a Quality Assurance/Quality Control (QA/QC) Plan which provides protocols for sampling to ensure that on-site soils are fully characterized, to the extent practicable, and to ensure proper classification of on-site soils for on-site reuse or for off-site disposal. The SSI Work Plan shall comply with ASTM Standard E-1903 and DTSC requirements, as applicable.

The RAW Plan shall comply with California Health and Safety Code Sections 25323.1 and 25356.1. Potential response actions include soil management, land use controls, cover, capping, and long-term operation and maintenance, as needed. The RAW Plan will include measures to address worker and public safety, air quality, and fugitive dust generated from the earthmoving activities during implementation of the response action. The Removal Action Work Plan will include components such as:

- A Soils Management Plan to ensure safe and appropriate handling of site soils and transport and off-site disposal, if necessary.

- Sampling and Analysis Plan with corresponding Quality Assurance Plan to confirm the effectiveness of the RAW , if applicable.

- A Contingency Plan for new findings that may occur during site grading.
- Dust control measures and an Air Monitoring Plan in accordance with SCAQMD Rule 1156, Rule 1466, and Rule 403, as applicable.
- Any other components deemed necessary by the DTSC to protect groundwater, air quality, or human health or as required by California Health and Safety Code Section 25356.1.

If the proposed removal action does not meet the requirements of Health and Safety Code section 25356.1(h), Proponent will prepare a Remedial Action Plan (RAP) in accordance with Health and Safety Code section 25356.1(c) for DTSC review and approval.

The RAP summarizes the results of the site characterization, risk evaluation and feasibility study and sets forth in detail appropriate steps to remedy soil, surface water and groundwater contamination at the Site and adjacent areas. In addition, the RAP shall contain a schedule for implementation of all proposed removal and remedial actions.

MM HAZ-2 **Post Remediation Requirements/Restrictions:** Prior to issuance of building permits for construction of project buildings on a particular parcel where remediation was required, the Project Applicant shall provide a copy or copies of a deed restriction or land use covenant, if required by the DTSC, which has been recorded over the parcel for which a building permit is sought. The deed restriction or land use covenant shall serve as a land use control to limit the use of the parcel to permissible uses based upon applicable screening levels and shall be in a form approved by the DTSC and recorded pursuant to California Health and Safety Code Section 25395.99.

MM HAZ-3 **Post Remediation Clearance Determination:** Prior to issuance of a Certificate of Occupancy for any project building on a particular parcel where remedial activities under the oversight of the DTSC occurred, the Project Applicant shall provide written verification from DTSC to the City of Jurupa Valley Planning Director demonstrating either: 1) that the parcel has been remediated sufficiently to allow safe occupancy of buildings thereon; or 2) issuance of a "No Further Action" letter or equivalent for the parcel. The written verification shall serve to indicate that the parcel is suitable for the intended development based upon screening levels appropriate for the relevant land use exposure scenario, or other risk methodology required by the DTSC, and that no further investigation or remediation is required other than any long-term operation and maintenance requirements or monitoring that may be required by DTSC or other regulatory agencies.

D.4 Level of Significance After Mitigation

Implementation of MMs HAZ-1 through HAZ-3 require a Supplemental Site Investigation (SSI) Work Plan; and 2) a Removal Action Work Plan (RAW) or Remedial Action Work Plan (RAP) and post remediation requirements and clearance that would reduce impacts to 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?***

Under the City's local significance threshold, the project would have significant effects if: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.

E.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to project impacts related to airport hazards.

Project Design Features (PDFs)

No project design features apply to project impacts related to airport hazards.

E.2 Impact Analysis

Approximately the southern half of the site is in Airport Compatibility Zone D, and the northern half of the site is in Zone E, as shown in **Figure 4.8-4**. The Project does not propose development of land uses prohibited in zones D or E (highly noise-sensitive outdoor nonresidential uses), or discouraged in zones D or E (children's schools, hospitals, nursing homes, major spectator-oriented sports stadiums, amphitheaters, and concert halls). The Project site is outside of noise contours for Flabob Airport, as shown in **Figure 4.8-5.** The Airport Land Use Commission (ALUC) conducted a Development Review and found the Project to be Consistent with the 2004 Flabob Airport Land Use Compatibility Plan.[51] Therefore, the Project development would not conflict with Riverside County airport land use compatibility policies and would not cause a safety hazard or excessive noise for people living or working onsite.

Level of Significance Before Mitigation: Airport-related hazard impacts would be less than significant.

E.3 Mitigation Measures

No mitigation measures are required.

E.4 Level of Significance After Mitigation

Impacts would be less than significant.

[51] ALUC Development Review File No. ZAP1038FL22 consistency letter dated September 12, 2022.

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

Under the City's local significance threshold, the project would have significant effects if:

- The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.
- Any required street improvements do not meet General Plan and/or City standards.
- The project has less than two (2) routes for emergency egress and ingress (unless otherwise allowed by the Fire Department).

F.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to project impacts on emergency response planning.

Project Design Features (PDFs)

No project design features apply to project impacts on emergency response planning.

F.2 Impact Analysis

The emergency response plan in effect for the City of Jurupa Valley, the Riverside County Emergency Operations Plan (EOP), identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies, in addition to procedures for continuity of government.

The City of Jurupa Valley Local Hazard Mitigation Plan (LHMP), issued in 2018 (City of Jurupa Valley, 2018), provides additional information on hazard assessments; hazard mitigation strategies; and resources available for emergency response and hazard mitigation. Unique hazards in the City of Jurupa Valley identified in the LHMP that are relevant to the Project site and abutting land are transportation hazards on SR-60; wildfires in the Santa Ana Riverbed; and flooding along the Santa Ana River.

Construction

Construction activities for the Project would be primarily confined to the Project site and would only include minor offsite improvements in the public right-of-way in the streets surrounding the Project site, including Rubidoux Boulevard and 34th Street. Offsite improvements include utilities such as water, sewer, and electricity.

Construction Management Plans (CMPs), incorporated into the Project as Mitigation Measure TRANS-2 (set forth in Section 4.16, *Transportation*) would be implemented during construction of

the Project to ensure that adequate and safe access remains available within and near the Project site during construction activities. The CMP would detail how parking would be managed during project construction. The parking management plan would specify where onsite and offsite parking would be available during project construction. The CMP would also include a street closure plan that details how vehicle traffic (including bus traffic), pedestrian traffic, and bicycle traffic would flow during temporary street closures during project construction.

The Project would also comply with all applicable codes and ordinances for emergency access. Therefore, with adherence to regulatory requirements and implementation of a CMP, construction of the Project would not impair implementation of, or physically interfere with, any adopted or onsite emergency response or evacuation plans. Therefore, there would be less than significant impacts related to an adopted emergency response plan or emergency evacuation plan during construction.

Operation

During operation, the Project would not involve any activities that would impede public access or travel along the public right-of-way or interfere with an adopted emergency response or evacuation plan. A Commute Trip Reduction/Travel Demand Management (CTR/TDM) Plan, incorporated into the proposed Project as Mitigation Measure **TRANS-1** set forth in Section 4.16, *Transportation*, would reduce project trip generation and thus potential contribution of the Project to traffic congestion. Proposed truck routes to and from the proposed industrial and warehouse uses have been designated to route trucks away from existing and proposed residential areas, and to minimize congestion of roadways and intersections. All-weather emergency access roads are required to be within 150 feet of each side of each building. Such roads must be at least 24 feet wide and have 13 feet, six inches of vertical clearance (City of Jurupa Valley Municipal Code Section 8.10.010). As discussed in **Section 4.16**, Transportation, of this Draft EIR, the Project site plan will be reviewed by the Riverside County Fire Department and the Project would comply with all emergency access requirements. Therefore, the Project would not result in inadequate emergency access during operation and no impacts would occur.

Furthermore, the Project would not include a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor would it close any existing streets or otherwise represent a significant impediment to emergency response and evacuation of the local area. Industrial or commercial uses utilizing quantities of hazardous materials over certain thresholds would be required to prepare and implement Business Emergency Plans setting forth procedures in case of hazardous materials releases identifying types and quantities of hazardous materials onsite; evacuation plans; emergency responder notification procedures; and an employee training plan. Therefore, the Project would have a less than significant impact related to an adopted emergency response plan or emergency evacuation plan during operation and no mitigation is required.

Level of Significance Before Mitigation: Impacts on emergency response planning would be less than significant.

F.3 Mitigation Measures

No mitigation measures are required.

F.4 Level of Significance After Mitigation

Impacts would be less than significant.

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?

Under the City's local significance threshold, the project would have significant effects if: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.

G.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to project wildfire hazard impacts.

Project Design Features (PDFs)

No project design features apply to project wildfire hazard impacts**.**

G.2 Impact Analysis

Project impacts respecting wildfire risks were determined to be less than significant and are addressed in Section 6.6, Effects Not Found to be Significant.

Level of Significance Before Mitigation: Impacts on wildfire risks would be less than significant.

G.3 Mitigation Measures

No mitigation measures are required.

G.4 Level of Significance After Mitigation

Impacts would be less than significant.

4.8.7 Cumulative Impacts

The area considered for cumulative impacts is the portions of the cities of Jurupa Valley and Riverside where the Project Traffic Impact Analysis identified related projects; 63 projects are within about 2.5 miles of the proposed Project site. Known hazardous materials sites within 0.5 mile of the proposed Project site are listed above in **Tables 4.8-1** and **4.8-2**. Development of related projects would be required to comply with regulatory requirements for assessment and cleanup of hazardous materials sites before either of the two cities would issue certificates of occupancy for those projects. Furthermore, mitigation measures **HAZ-1, HAZ-2,** and **HAZ-3** would be implemented to remediate any remaining lead contamination and provide an analysis of drum contents and soil to determine the type of waste disposal required for contaminated soils onsite. Therefore, implementation of mitigation measures **HAZ-1, HAZ-2,** and **HAZ-3** prior to development would reduce the Project's

contribution to cumulative impacts from hazards related to known hazardous materials sites to less than significant.

Construction and operation of related projects would be required to comply with laws and regulations governing the use, transport, storage, and disposal of hazardous materials; therefore, such use, transport, storage, and disposal would not cause substantial hazards to the public or the environment. Cumulative impacts respecting hazardous materials would be less than significant.

Many of the related Project sites are in land use compatibility zones for Flabob Airport shown on **Figure 4.8-4** (RCALUC, 2004a). Related projects would be required to comply with both Riverside County airport land use compatibility policies and Federal Aviation Administration policies governing obstructions to navigable airspace. Cumulative impacts respecting airport-related hazards would be less than significant.

As with the proposed Project, related projects would comply with requirements of the City of Jurupa Valley and the Riverside County Fire Department respecting maintaining roadways open for emergency access to surrounding community, and fire apparatus access to structures for human occupancy developed in each respective project. Cumulative impacts regarding emergency response planning would be less than significant.

4.9 Hydrology and Water Quality

The analysis in this section is based in part on information obtained from the following reports. Additional references are cited in the text.

- Project Specific Water Quality Management Plan for The District at Jurupa Valley, prepared on October 13, 2021 (revised June 30, 2022) by Kimley-Horn (Kimley-Horn, 2022b) (Appendix D8 to this DEIR);

- District at Jurupa Valley, Tentative Map 38318, City of Jurupa Valley, CA: Preliminary Hydrology and Hydraulics Report prepared on June 14, 2022 by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2022c) (Appendix D9 to this DEIR); and

- Water Supply Assessment and Written Verification for the District at Jurupa Valley Specific Plan 21001 Project (MA21269), prepared on June 29, 2022 by Krieger and Stewart Engineering Consultants (Krieger and Stewart, 2022) (Appendix D10 to this DEIR).

4.9.1 Existing Conditions

Regional Drainage

The Project site is in the East Etiwanda Creek - Santa Ana River hydrologic unit (HU; USGS code 180702030804), which drains an area of approximately 216.4 square miles. This hydrologic unit is within the larger Middle Santa Ana River watershed (USGS code 1807020308); Reaches 3 and 4 of the Santa Ana River parallel the eastern boundary of the Project site. The Santa Ana River is located within the Santa Ana River Basin. The Santa Ana River Basin includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The Santa Ana watershed covers approximately 2,800 square miles in area with about 700 miles of rivers and major tributaries. The Santa Ana River extends 96 miles from the San Bernardino Mountains in San Bernardino County to the Pacific Ocean at the boundary between the cities of Huntington Beach and Newport Beach (T & B Planning, Inc., 2021; see **Figure 4.9-1**).

Local Drainage

The Project site is divided into two drainage areas; Wallace Street marks the boundary between the two areas. Area B, west of Wallace Street, spans 121.08 acres. Area C, east of Wallace Street, spans 136.7 acres. The Jurupa Ditch passes northeast to southwest through Area B, outletting at 34th Street although the Jurupa Ditch is not a stormwater conveyance channel, but an agricultural water channel. The primary drainage conveyance in Area C is an open channel extending approximately north-south through the area C outlets into the Santa Ana River through a 36-inch pipe in the west levee of the River near the southeast corner of the Project site. The hydrologic modeling for existing conditions considered areas B and C to each be 100percent pervious (Kimley Horn, 2022c). However, the Water Quality Management Plan (WQMP) states that the existing Project site contains approximately 17.12 acres of impervious surfaces (Kimley-Horn, 2022b).

Surface Water Quality

The receiving waters for the Project site are reaches 3 and 4 of the Santa Ana River (the reach numbers increase in the upstream direction). Reach 3 extends from Prado Dam near the west

Riverside County boundary to 34th Street next to the Project site; and Reach 4 extends from 34th Street to the confluence of the Santa Ana River and Warm Creek in the City of Colton in San Bernardino County (SWRCB, 2022). The 2018 TMDLs for the Santa Ana River, Reaches 3 and 4 are provided in **Table 4.9-1**.

Figure 4.9-1
SURFACE WATER AND WATERSHEDS

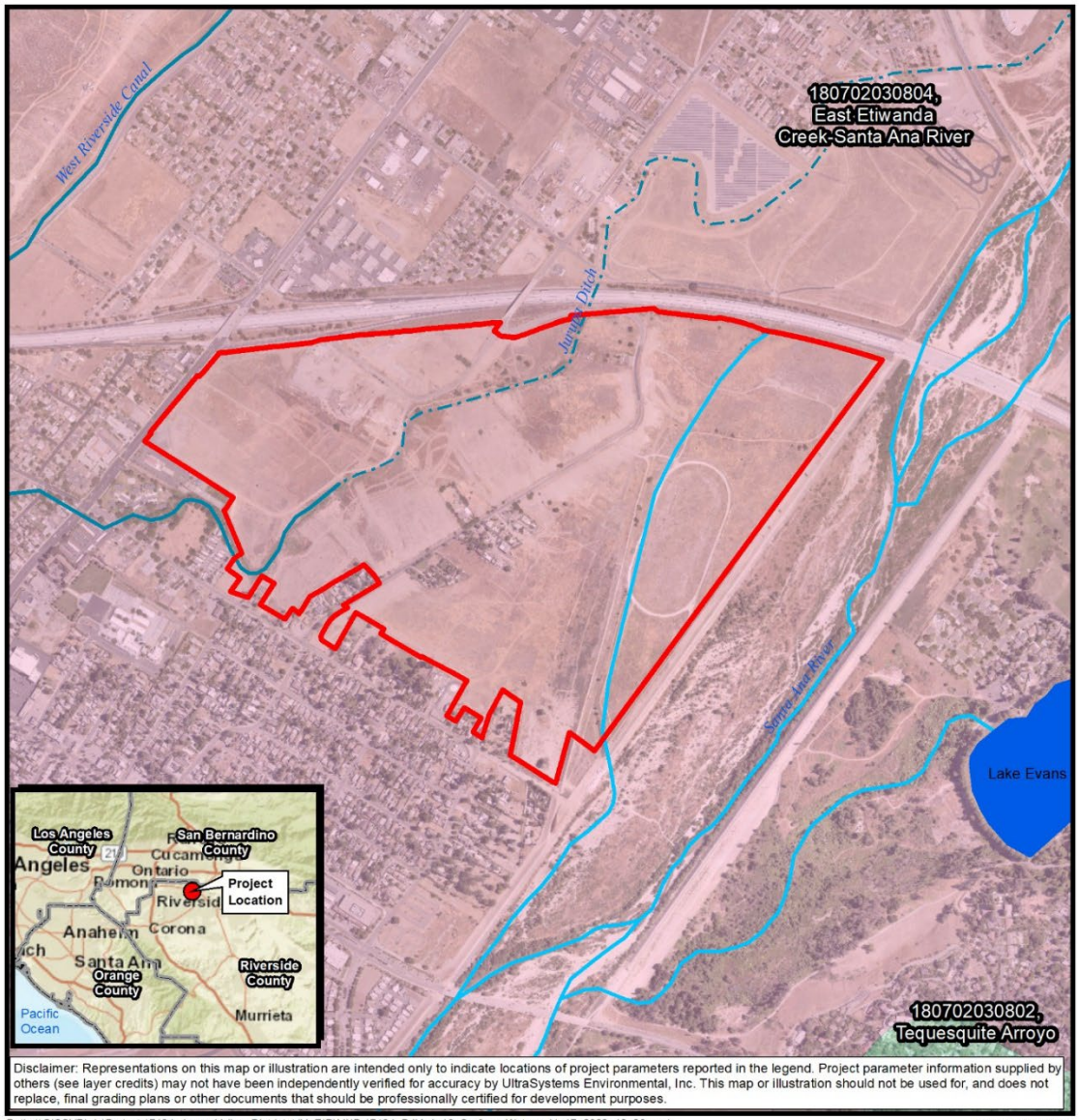


Table 4.9-1

SANTA ANA RIVER REACHES 3 AND 4: POLLUTANTS LISTED ON 20 SECTION 303(D) LIST OF WATER QUALITY LIMITED SEGMENTS

Pollutant	River Reach	Total Maximum Daily Load (TMDL) Requirement Status
Copper	Santa Ana River, Reach 3	5A – TMDL still required
Indicator Bacteria	Santa Ana River, Reach 3	5B – Being addressed by USEPA approved TMDL
Lead	Santa Ana River, Reach 3	5A – TMDL still required
Indicator Bacteria	Santa Ana River, Reach 4	5A – TMDL still required

Source: SWRCB, 2018

The RWQCB Basin Plan for the Santa Ana River Basin has designated the following existing or potential beneficial uses for Reaches 3 and 4 of the Santa Ana River: agricultural water supply; groundwater recharge; recreation (both body contact and non-body-contact); warm freshwater habitat; wildlife habitat; rare, threatened and endangered species; and spawning, reproduction, and development.

Flood Hazards

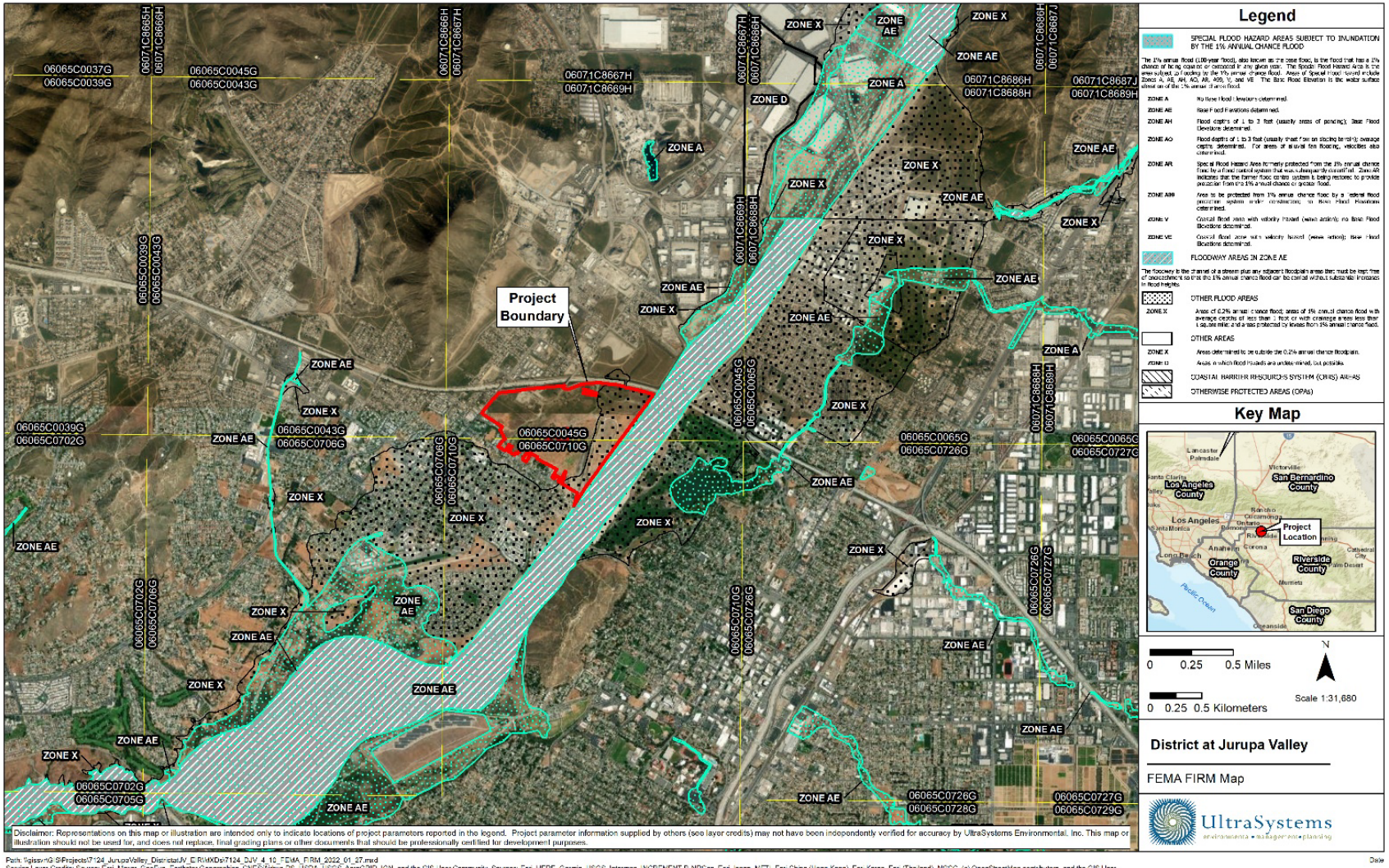
The Federal Emergency Management Agency (FEMA) has mapped a flood hazard area across the eastern one-third of the Project site (see **Figure 4.9.2**, Flood Hazard Zones). This area, Zone X (Other Flood Areas), consists of 500-year flood hazard areas with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 100-year floods.

4.9.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for public review on March 31, 2022, and an EIR Scoping Meeting was held on April 20, 2022. One letter was received which contained one comment that pertains to hydrology and water quality resources. On April 28, 2022, Riverside County Flood Control and Water Conservation District (District), submitted a letter in response to the NOP. The District stated that the Project site is located within the Rubidoux Master Drainage Plan (MDP) area, and that the proposed Project could potentially impact MDP facilities.

The western half of the Project site would be within the Rubidoux MDP area. A portion of the Jurupa Ditch passes through the Project site. The Jurupa Ditch was originally constructed as an open ditch in the mid nineteenth century and was later converted to concrete piping in the 1920s and 1930s. It was primarily an underground irrigation channel composed of two subsurface parallel concrete pipes. Although the Jurupa Ditch is associated with significant development of the Jurupa Valley, it no longer retains sufficient integrity as a historical resource but it still operates and delivers agricultural water to its shareholders located south of the Project site. (City of Jurupa Valley 2021, p. 1-4).

Figure 4.9-2
FEMA FLOOD HAZARD ZONES



4.9.3 Regulatory Framework

Federal

Clean Water Act §401

Although the Clean Water Act (CWA) is a federal law, the U.S Environmental Protection Agency (USEPA) has authorized some states, including California, to have the primary authority and responsibility for setting surface- and groundwater water quality standards.

Section 401 is implemented through the Water Quality Certification (WQC) process. In the State of California, the State Water Quality Resources Board (SWRCB) has given the responsibility for issuing § 401 WQCs to its nine Regional Water Quality Control Boards (RWQCBs). Certification must be based on a finding that the proposed discharge will comply with water quality standards, which include numeric and narrative water quality objectives applicable to identified surface waters in the Water Quality Control Plan for the region (Basin Plan) in which a discharge of fill is proposed. The Project would be within the jurisdiction of the Santa Ana RWQCB (Region 8).

Clean Water Act §402

In 1987 the CWA was amended to add § 402(p), which established a framework for regulating municipal and industrial storm water discharges under the NPDES Program. On November 16, 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that established storm water permit application requirements for specified categories of industries. The regulations provide that discharges of storm water to waters of the United States from construction projects that one or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit (Order No. 2009-0009-DWQ, as amended). Please refer to the description of the Construction General Permit on page 4.9-3 for details.

Pursuant to § 402(p) CWA, storm water permits are required for discharges from a municipal separate storm sewer system (MS4) serving a population of 100,000 or more. The SWRCB and RWQCBs have been authorized by the U.S. Environmental Protection Agency (USEPA) to implement and enforce the Municipal Storm Water Program.

In the County of Riverside, the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region Area-Wide Urban Runoff Management Program (Order No. R8-2010-0033, NPDES No. CAS 618033) (MS4 Permit) is currently in effect; the City of Jurupa Valley is a signatory to this permit, and is subject to the waste discharge requirements set forth in this Order.

Section XII(E) of the MS4 Permit requires that significant development and redevelopment projects …infiltrate, harvest and use, evapotranspire and/or bio-treat the 85th percentile storm event ("Design Capture Volume"), and that The Permittees shall incorporate LID site design principles into the revised WQMP to reduce runoff to a level consistent with the MEP [maximum extent practicable] standard. The Co-Permittees shall require that New Development and Significant Redevelopment projects include Site Design Best Management Practices (BMPs) during the development of the Project-specific WQMP. The design goal shall be to maintain or replicate the pre-development hydrologic regime through the use of design techniques that create a functionally equivalent post-development hydrologic regime through site preservation techniques and the use of integrated and

distributed infiltration, retention, detention, evapotranspiration, filtration and treatment systems. Permittees shall require site-specific WQMPs for streets, roads and highway projects consistent with Section XII.F of this Order (RWQCB 2010).

Clean Water Act § 303(d)

Section 303(d) of the CWA requires that states assess the quality of their waters every two years and publish a list of those waters not meeting the water quality standards established for them. Water quality standards include beneficial uses, water quality objectives necessary to protect these uses and the antidegradation policy, and are found in the Water Quality Control Plan (Basin Plan) of each region. For water bodies placed on the 303(d) List of Water Quality Limited Segments, states are required to develop Total Maximum Daily Loads (TMDLs) for the pollutant(s) that are causing standards impairment. A TMDL must account for all sources of the pollutants that caused the water to be listed. Federal regulations require that the TMDL, at a minimum, account for contributions from point sources (federally permitted discharges from discreet conveyances) and contributions from nonpoint sources—that is, all other sources including stormwater and agricultural runoff. US EPA is required to review and approve the list of impaired waters and each TMDL. TMDLs are established at the geographic level necessary to implement the applicable water quality standards.

Water bodies are included on the 303(d) List of Water Quality Limited Segments after evaluation of existing water quality data using the methodology for determining impairment identified in the Water Quality Control Policy for Developing California's Clean Water Act § 303(d) List and the Functional Equivalent Document, both adopted by the State Water Resources Control Board in September 2004. The USEPA has authorized the SWRCB and the nine RWQCBs to develop and establish water quality objectives.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne) defines "water quality objectives" as the allowable "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisances within a specific area." Thus, water quality objectives are intended to protect the public health and welfare, and to maintain or enhance water quality in relation to the existing and/or potential beneficial uses of the water. The Porter-Cologne Act requires each RWQCB to develop a program of implementation that describes how water quality standards will be attained. TMDLs can be developed as a component of the program of implementation, thus triggering the need to describe the implementation features, or alternatively as a Water Quality Standard, defined in Basin Plans. When the TMDL is established as a standard, the program of implementation must be designed to implement the TMDL (SWRCB, 2022). Water quality objectives apply to both waters of the U.S. and waters of the State. In the State of California, the Porter-Cologne Water Quality Control Act is administered in concurrence with the § 401 CWA Water Quality Certification. As with § 401 CWA, the Santa Ana RWQCB would provide review and water quality certification for Porter-Cologne.

State Water Resources Control Board Resolution No. 2019-0015 and Resolution No. 2021-0012

On April 2, 2019, the SWRCB adopted **Resolution No. 2019-0015**, Amendment to the Water Quality Control Plan for Ocean Waters of California and the Water Quality Control Plan for Inland Surface

Waters, Enclosed Bays, and Estuaries of California to Establish a State Wetland Definition and Procedures for Discharges of Discharges of Dredged or Fill Material to Waters of the State (Procedures) for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California.

When a discharge of dredge or fill material is proposed to waters outside of federal jurisdiction, the SWRCB and the RWQCBs regulate the discharge under Porter-Cologne through the issuance of Waste Discharge Requirements (WDRs). CWA § 401 Water Quality Certifications, WDRs, and waivers of WDRs are referred to as orders or permits.

On April 6, 2021, the SWRCB issued **Resolution No. 2021-0012** confirming that the "State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State" (1) are in effect as state policy for water quality control for all waters of the State and (2) shall be applied via the inland surface waters and enclosed bays and estuaries plan to only waters of the United States.

Construction General Permit Order 2009-009-DWQ (as amended)

The SWRCB implements water quality regulations under § 402 CWA and Porter-Cologne for discharges of stormwater runoff associated with a construction activity.

Dischargers whose projects disturb one acre or more of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-009-DWQ, as amended). Construction Activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns. The SWPPP would also designate site-specific best management practices (BMPs) that would be implemented to minimize or avoid pollutants (including, but not limited to, sediment, petroleum products, trash) from leaving the Project site and entering storm drains and other waters.

The SWRCB will provide Construction General Permit review and permitting for this Project.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code), Part 11 of the California Building Standards Code (Title 24) is designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures regarding all aspects of design and construction, including but not limited to site drainage design, stormwater management and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

Regional and Local

Riverside County Water Quality Management Plan

The Riverside County Flood Control and Water Conservation District (RCFCWCD) issued its Water Quality Management Plan for the Santa Ana [Watershed] Region of Riverside County in 2012. The WQMP sets forth requirements for low-impact development (LID) and source control best management practices (BMPs). LID uses site design and stormwater management to maintain the site's predevelopment runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall (RCFCWCD, 2011). Source control BMPs reduce the potential for pollutants to enter runoff. Examples include roof runoff controls, protection of slopes and channels, efficient irrigation, and storm drain system signage.

Water Quality Control Plan for the Santa Ana River Basin (Basin Plan)

The SWRCB requires its nine RWQCBs to develop water quality control plans (Basin Plans) designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, Basin Plans designate beneficial uses for surface waters and groundwater, set narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State antidegradation policy, and describe implementation programs to protect all waters in the regions. In addition, Basin Plans incorporate by reference all applicable State and Regional Board plans and policies, and other pertinent water quality policies and regulations. The Santa Ana RWQCB Basin Plan (RWQCB 1995, as amended) applies to this Project.

City of Jurupa Valley General Plan

The specific policies outlined in the City's General Plan Open Space Element, Community Safety, Services, and Facilities Element, and Land Use Element, set forth goals and policies for water quality, water conservation, pollution control, and new development. The policies in these elements that are related to hydrology and water quality, and that apply to the proposed Project, are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

4.9.4 Methodology

The analysis in this section of the Environmental Impact Report is based on information found in various technical reports as delineated at the beginning of the section. In addition, background information from the *Draft Environmental Impact Report (SCH No. 2020110449) for the Rubidoux Commerce Park Project* (T and B Planning, 2021) was incorporated, and additional information was obtained from the California State Water Resources Control Board, the Santa Ana Regional Water Quality Control Board, the California Department of Water Resources (DWR), and FEMA. Additional references are cited in the text.

Sub-area hydrology was performed (Kimley-Horn, 2022c, pp. 6-7) using Advanced Engineering Software (AES)[52] "HydroWin" based upon the standards of the Riverside County Flood Control and Water Conservation District Hydrology Manual ("the County Hydrology Manual"). AES unit hydrograph modeling was done for both the pre-development and post development Project conditions for the 100 year 1-hour, 3-hour, 6-hour, and 24-hour durations. Similar modeling was also

[52] http://advancedengineeringsoftware.com/wp/

done for the 10-year, 5-year, and 2-year storms. Resulting hydrographs were manually imported by spreadsheet into modeling software (PC SWMM). PC SWMM was used solely for conduit and basin routing in accordance with provisions of the County Hydrology Manual Section E-9. PC SWMM offers the flexibility to incorporate hydrograph results developed using Riverside County standards and comprehensively evaluate Project hydraulics dictated by weirs, orifices, and backwater effects – all of which having relevance to the Project analysis. Numerous AES models were created – one for each sub-catchment area in both the existing and developed conditions.

4.9.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, sets forth the following significance thresholds and criteria for hydrology and water quality impacts. The Project would have a significant impact related to hydrology and water quality resources if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Under the City's local significance threshold, the project would have significant effects if: The project would conflict with an applicable Ground Water Management program as identified in the applicable Urban Water Management Plan.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

Under the City's local significance threshold, the project would have significant effects if: The project's drainage system is not designed to manage runoff from 10- and 100-year storm events.

iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the County of Riverside Master Drainage Plan or Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

iv) Impede or redirect flood flows

Under the City's local significance threshold, the project would have significant effects if: The project would impede or redirect flood flows in a manner that would adversely impact upstream of downstream properties.

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

Under the City's local significance threshold, the project would have significant effects if: The project is located in a 100-year flood hazard zone and inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls or Santa Ana Region Basin Plan.

4.9.6 Environmental Impact Analysis

Threshold a): Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

These are existing regulatory requirements applied to the Project based on existing federal, State, or local laws which effectively reduce impacts to geology and soils. The following apply to the Project and would reduce impacts on geology and soil resources. These requirements are included in the Project's Mitigation Monitoring and Reporting Program (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*, § 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 (T & B Planning, 2021).

PPP 4.9-2 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 (T & B Planning, 2021).

PPP 4.9-3 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 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:

- Increase permeable areas by leaving highly porous soil and low-lying areas undisturbed by:
    - Incorporating landscaping, green roofs and open space into the Project design;
    - Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and
    - Incorporating detention ponds and infiltration pits into the Project design (T & B Planning, 2021).
- 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:
    - Installing rain-gutters oriented towards permeable areas;
    - Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property;
    - Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas;

- 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;

- Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer (T & B Planning, 2021).

PPP 4.9-4 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 and 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. § 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 (T & B Planning, 2021).

Project Design Features (PDFs)

PDFs applicable to the Project include compliance with the MS4 Permit, as discussed in **Section 4.9.2**.

PDF 4.9-1 The Project-specific WQMP must be implemented throughout Project design, construction, operation, and maintenance.

PDF 4.9-2 Bio Clean Modular Wetlands would be installed to capture runoff from the Project site and would filter stormwater via infiltration to remove 80 percent of TDS and 90 percent of hydrocarbons before runoff would enter the municipal storm drain system and/or the Santa Ana River. The Project water quality Operations and Maintenance Plan would include periodic maintenance of the Modular Wetlands as recommended by the manufacturer.

PDF 4.9-3 Stenciling ("No Dumping/Drains to Ocean") will be provided for public storm drain inlets on or adjacent to the Project site.

PDF 4.9-4 Sidewalks and paved areas must be swept or pressure washed regularly to prevent the accumulation of litter and debris. Wash-water containing cleaning agents or degreasers would be collected and discharged into the sanitary sewer and not to a storm drain.

A.2 Impact Analysis

Development of the proposed Project would involve site preparation, grading, building construction, paving, and architectural coating, which have the potential to generate water pollutants such as silt, trash and debris, organic waste, nutrients (e.g., phosphorus and nitrogen), pathogens (bacteria and viruses), pesticides and herbicides, metals, paints, oil and grease, and other solvents which could adversely affect water quality. Therefore, short-term water quality impacts could occur during Project construction in the absence of any protective or avoidance measures.

Pollutants of concern for the Santa Ana River (Reaches 3 and 4), that is, pollutants that could be generated by the Project, and for which these reaches of the Santa Ana River are also listed on Section 303(d) List of Water Quality Limited Segments, are copper and lead (heavy metals) and indicator bacteria (pathogens).

Development of the proposed Project may result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation or changes in site runoff characteristics. Runoff during the construction process may carry onsite surface pollutants to groundwater, through insufficient construction stormwater BMPs, or to receiving water bodies such as streams, rivers, and channels that ultimately drain to the ocean. Projects that increase urban runoff into local streets or storm drains may indirectly increase erosion as well as local and regional flooding intensity.

Construction Pollutants Control

Construction projects typically expose soil to erosion and may temporarily alter drainage patterns. Stormwater runoff during construction may contain soil amendments such as fertilizers and pesticides, entrained soil, trash, waste oil, paints, solvents, and other substances used during construction.

The Project owner would be required by the California SWRCB to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) for projects which will disturb one or more acres of soil during construction. The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. and waters of the State of California (State) to prepare a site-specific SWPPP, which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and non-point source discharges of pollutants, including sediment resulting from erosion. BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced as necessary. After compliance with Construction General Permit Order 2009-0009-DWQ, potential violations of water quality standards or waste discharge requirements during Project construction would be a less than significant impact.

Operational Pollutant Controls

The Riverside County MS4 Permit (Order No. R8-2010-0033, NPDES No. CAS 618033) regulates the discharge of pollutants into waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities and storm drains (MS4s; see **Section 4.9.3**).

Pursuant to the MS4 Permit, Principal Permittees and Co-Permittees (the City of Jurupa Valley is a Co-Permittee) must regulate discharges of pollutants in urban runoff from human-caused sources into storm water conveyance systems within their jurisdiction.

As new development and redevelopment occurs, it can significantly increase pollutant loads in stormwater and urban runoff, because increased population density results in proportionately higher levels of vehicle emissions, vehicle maintenance wastes, municipal sewage wastes, household hazardous wastes, fertilizers, pet waste, trash, and other human-generated pollutants (RWQCB 2010). The Riverside County MS4 Permit requires new development and significant redevelopment projects to incorporate post-construction low-impact development (LID) BMPs into Project design

to reduce or eliminate the quantity, and improve the quality of, stormwater being discharged from the Project site.

The proposed Project includes a Project-specific WQMP, which specifies operational LID BMPs in compliance with MS4 permit requirements. PDF 4.9-1 requires implementation of the WQMP throughout Project design, construction, operation, and maintenance. PDFs required to reduce Project hydrology and water quality impacts are set forth in Section 4.9.7.2 above.

Site Design BMPs

Site design BMPs reduce or eliminate post-Project runoff and filter contaminants from stormwater generated onsite. The PDF 4.9-2 is a site design BMP.

Source Control BMPs

Source control BMPs reduce the potential for pollutants to enter runoff. Source control BMPs include but would not be limited to PDF 4.9-3: Stenciling ("No Dumping/Drains to Ocean") and PDF 4.9-4: regular sweeping or washing of sidewalks and paved areas. The Project would store and treat runoff in accordance with the Riverside County MS4 permit and City of Jurupa Valley requirements. Impacts to water quality impacts would be less than significant.

Level of Significance Before Mitigation: Impacts would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

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?

Under the City's local significance threshold, the project would have significant effects if: The project would conflict with an applicable Ground Water Management program as identified in the applicable Urban Water Management Plan.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.9-3, set forth above in Section 4.9.6.A, is relevant to Project impacts respecting groundwater recharge.

Project Design Features (PDFs)

PDF 4.9-2, set forth above in Section 4.9.6.A, is also relevant to Project impacts respecting groundwater recharge.

B.2 Impact Analysis

The proposed Project would consist of 1,196 residential dwelling units, approximately 97.1 acres of commercial retail development, 79.9 acres of Industrial and Business Park development, and approximately 12 acres of both active and passive open space.

Water service to the Project would be supplied by the Rubidoux Community Services District (RCSD). Based on the Project's Water Supply Assessment report, RCSD's current and future water supply will consist of groundwater extracted from the Riverside South Groundwater Basin, augmented by water purchased from the Western Municipal Water District (WMWD). Water rights within the San Bernardino Basin Area, of which Riverside South Groundwater Basin is a part, have been adjudicated, and under Riverside County Superior Court Judgement No. 78426, RCSD is guaranteed a sufficient water supply from the Riverside South Groundwater Basin to meet current and future demands, even if that supply is not augmented by water purchased from the WMWD. As a result of the 1969 Judgment, RCSD can extract groundwater from the Riverside South Groundwater Basin without restrictions until the combined credit of the Colton, Riverside North, and Riverside South Groundwater Basins is depleted. Once the available credit is depleted, WMWD will be obligated to provide groundwater replenishment. It is anticipated that the cost of the replenishment will be allocated to all groundwater extractors, including RCSD. (Krieger and Stewart, 2022, pp. III-3, IV-2 and IV-3).

As discussed in **Sections 4.9.2** and **4.9.5(a)**, the Project must comply with the requirements of applicable LID BMPs by incorporating into Project design LID BMPs which will capture stormwater generated on the Project site and channel it into Bio Clean Modular Wetlands or similar stormwater infiltration BMPs. Stormwater would filter through the soils and eventually recharge the aquifer below the Project site. Filtration and other types of removal of stormwater pollutants would minimize or prevent stormwater pollutants from reaching the groundwater basin. Impacts to groundwater supply, groundwater recharge, and sustainable groundwater management would be less than significant.

As stated above, the hydrologic modeling for existing conditions considered areas B and C to each be 100 percent pervious (Kimley Horn, 2022c). However, the Water Quality management Plan (WQMP) states that the existing Project site contains approximately 17.12 acres of impervious surfaces (Kimley-Horn, 2022b). The total area of proposed impervious surfaces within the Project site would be 9,749,231.12 square feet (224 acres) (Kimley-Horn, 2022b, p. 6) The stormwater from these surfaces will be captured and managed in accordance with the WQMP and state laws.

Level of Significance Before Mitigation: Impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant without 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:

i) Result in substantial erosion or siltation on- or off-site?

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

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

Under the City's local significance threshold, the project would have significant effects if: The project's drainage system is not designed to manage runoff from 10- and 100-year storm events.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the County of Riverside Master Drainage Plan or Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

iv) impede or redirect flood flows?

Under the City's local significance threshold, the project would have significant effects if: The project would impede or redirect flood flows in a manner that would adversely impact upstream of downstream properties.

C.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.9-3, set forth above in Section 4.9.6.A, is relevant to Project impacts regarding stormwater runoff.

Project Design Features (PDFs)

PDF 4.9-2, set forth above in Section 4.9.6.A, is also relevant to the Project and reducing impacts from stormwater flows and surface runoff.

C.2 Impact Analysis

i) Result in substantial erosion or siltation on- or off-site?

As described in **Section 4.9.6.A,** the Project owner would be required to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) for projects which will disturb one or more acres of soil

during construction. The owner would obtain coverage through preparing and implementing a SWPPP, described further above in Section 4.9.6.A. After compliance with Construction General Permit Order 2009-0009-DWQ (see **Section 4.9.3**), the potential for substantial erosion or siltation on- or offsite would be less than significant.

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

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As described in **Section 4.9.6.A**, LID BMPs would be incorporated into the Project design to capture stormwater generated on the Project site and direct it into infiltration systems. Only surface runoff from the largest storm events (e.g., the 100-year storm) would exceed the capacity of these infiltration systems and enter existing or planned stormwater drainage systems or the Santa Ana River.

The Preliminary Hydrology and Hydraulics Report (Kimley-Horn, 2022c) conducted multiple analyses which included:

- Quantified existing 100-year offsite flow rates at pertinent culvert crossings and discharge points based on 1-hour, 3-hour, 6-hour, and 24-hour duration storms (required durations) based on unmitigated and mitigated conditions;

- Developed preliminary recommendations for the discharge to the Santa Ana River near the southeasterly corner of the Project; and

- At the request of the City of Jurupa Valley and the Riverside County Flood Control District, applied study objectives to the 10-year, 5-year, and 2-year storms (Kimley-Horn 2022c, pp. 5 and 6).

Hydrology and hydraulic analysis methodology included use of advanced modeling software for stormwater, wastewater, watershed, and water distribution systems (PC SWMM) and AES HydroWIN, which uses Master Plans of Drainage to evaluate impacts to stormwater due to development.

The study concluded that proposed infiltration basins and culvert extensions are adequately sized to accommodate the proposed Project. The analysis also concluded that existing basins dedicated to regulating flows of the Santa Ana River upstream of the Project site and other local flooding areas outside of the mapped FEMA Special Flood Hazard Areas (see **Section 4.9.1**) site is adequately sized to limit 100-year discharge flows at or below the existing condition of these basins (Kimley-Horn 2022c, pp. 15 and 16).

The hydrology and hydraulics analysis divided the Project site into three areas: Area B, the central and western parts of the site; Area C, the eastern parts of the site; and Area S, the sites of existing and proposed roadways. Areas B and C in existing conditions are completely pervious. At project completion areas B and C are assumed to be 90 percent pervious; and area S 100 percent.

Drainage flow rates in existing and post-Project mitigated conditions are shown below in **Table 4.9-2**. As shown, the flow rates for 100-year and 10-year storms (Q100 and Q10, respectively) at all five

locations addressed in **Table 4.9-2** in post-Project mitigated conditions would be equal to or less than existing flow rates for 1-hour, 3-hour, 6-hour, and 24-hour storms, respectively.

Table 4.9-2
COMPARISON OF PRE-DEVELOPMENT AND MITIGATED POST DEVELOPMENT PROJECT FLOWS

Location	Existing Conditions		Mitigated Post-Development	
	Model Element		Model Element	
Q100, cfs				
"Area A" Offsite flows upstream of Existing Dual Box Culvert under SR-60	J2 Pre-Development PC SWMM Model =AES Node 101	699 (1 hour) 380 (3 hour) 329 (6 hour) 104 (24 hour)	J2 Post Development PC SWMM Model = AES Node 101[1]	699 (1 hour) 380 (3 hour) 329 (6 hour) 104 (24 hour)
Onsite Flows from "Area B" towards 34th Street and Wallace	J6 Pre-development PC SWMM Model = AES Node 105	219 (1 hour) 123 (3 hour) 102 (6 hour) 31 (24 hour)	J6 Post Development PC SWMM Model[2]	48 (1 hour) 33 (3 hour) 32 (6 hour) 31 (24 hour)
Onsite Flows from "Area C" towards Santa Ana River Levee	J4 Pre-development PC SWMM Model (Lateral Inflow Values Only) = AES Node 103	243 cfs (1 hour) 141 cfs (3 hour) 118 cfs (6 hour) 38 cfs (24 hour)	OR10+OR11 Post Development PC SWMM Model[3]	0 cfs (1 hour) 0.2 cfs (3 hour) 8 cfs (6 hour) 21 cfs (24 hour)
Total Flow through Ex 36" Pipe within Santa Ana River Levee Berm from Project	C1 Pre-Development PC SWMM Model[4]	119 cfs (1 hour) 116 cfs (3 hour) 115 cfs (6 hour) 88 cfs (24 hour)	OR15 Post Development PC SWMM Model	72 cfs (1 hour) 72 cfs (3 hour) 73 cfs (6 hour) 72 cfs (24 hour)
Total Flow through Spillway within Santa Ana River Levee Berm	W1 Pre-Development PC SWMM Model	0 cfs (1 hour) 0 cfs (3 hour) 0 cfs (6 hour) 0 cfs (24 hour)	W1 Post Development PC SWMM Model	0 cfs (1 hour) 0 cfs (3 hour) 0 cfs (6 hour) 0 cfs (24 hour)
Q10, cfs				
"Area A" Offsite flows upstream of Existing Dual Box Culvert under SR-60	J2 Pre-Development PC SWMM Model =AES Node 101	397 (1 hour) 213 (3 hour) 184 (6 hour) 47 (24 hour)	J2 Post Development PC SWMM Model = AES Node 101[5]	397 (1 hour) 213 (3 hour) 184 (6 hour) 47 (24 hour)
Onsite Flows from "Area B" towards 34th Street and Wallace	J6 Pre-development PC SWMM Model = AES Node 105	119 (1 hour) 64 (3 hour) 52 (6 hour) 6 (24 hour)	J6 Post Development PC SWMM Model[6]	27 (1 hour) 33 (3 hour) 17 (6 hour) 11 (24 hour)
Onsite Flows from "Area C" towards Santa Ana River Levee	J4 Pre-development PC SWMM Model (Lateral Inflow Values Only) = AES Node 103	133 cfs (1 hour) 75 cfs (3 hour) 62 cfs (6 hour) 9 cfs (24 hour)	OR10+OR11 Post Development PC SWMM Model[7]	0 cfs (1 hour) 0 cfs (3 hour) 0 cfs (6 hour) 6.5 cfs (24 hour)
Total Flow through Ex	C1 Pre-	96 cfs (1 hour) 94 cfs (3 hour)	OR15 Post	72 cfs (1 hour) 72 cfs (3 hour)

Location	Existing Conditions		Mitigated Post-Development	
	Model Element		Model Element	
36" Pipe within Santa Ana River Levee Berm from Project	Development PC SWMM Model[8]	91 cfs (6 hour) 44 cfs (24 hour)	Development PC SWMM Model	92 cfs (6 hour) 24 cfs (24 hour)
Total Flow through Spillway within Santa Ana River Levee Berm	W1 Pre-Development PC SWMM Model	0 cfs (1 hour) 0 cfs (3 hour) 0 cfs (6 hour) 0 cfs (24 hour)	W1 Post Development PC SWMM Model	0 cfs (1 hour) 0 cfs (3 hour) 0 cfs (6 hour) 0 cfs (24 hour)

1 No development mitigation or changes to flow rates upstream of SR-60.
2 Flow values consider attenuation provided by Project detention basins.
3 Flow values consider attenuation provided by Project detention basins.
4 Flows shown consider storage within existing areas of local flooding within site (Not FEMA SFHA). The Project proposes to eliminate areas of local flooding.
5 No development mitigation or changes to flow rates upstream of SR-60.
6 Flow values consider attenuation provided by Project detention basins.
7 Flow values consider attenuation provided by Project detention basins.
8 Flows shown consider storage within existing areas of local flooding within site (Not FEMA SFHA). The Project proposes to eliminate areas of local flooding.
Source: Kimley Horn, 2022c, Table 3, pp. 2-3

The Project would not result in flooding on- or offsite, nor would it result in runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide a substantial additional source of polluted runoff. Impacts would be less than significant.

Level of Significance Before Mitigation: Project impacts regarding runoff, flooding, and exceeding storm drainage capacity would be less than significant after implementation of PPPs 4.9-1 through 4.9-4 and PDFs 4.9-1 through 4.9-4.

iv) Impede or redirect flood flows

As described in **Section 4.9.1**, the Project is not located in a Special Flood Hazard Area (100-year floodplain) designated by FEMA, and the results of the Hydrology and Hydraulics report (Kimley-Horn 2022c); (see **Section 4.9.6 [c]**) determined that existing and proposed levees, basins, culverts, etc. were sufficiently sized to prevent onsite flooding from the 100-year flood. Impacts would be less than significant and mitigation is not proposed.

Level of Significance Before Mitigation: Impacts would be less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts would be less than significant.

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

Under the City's local significance threshold, the project would have significant effects if: The project is located in a 100-year flood hazard zone and inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.9-1 and 4.9-3, set forth above in Section 4.9.6.A, are relevant to Project impacts respecting flooding and resultant pollution.

Project Design Features (PDFs)

PDF 4.9-1, 4.9-2, and 4.9-4, set forth above in Section 4.9.6.A, are also relevant to Project impacts respecting flooding and resultant pollution.

D.2 Impact Analysis

A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project site is located in western Riverside County, California, and is approximately 48 miles from the mouth of the Santa Ana River at the Pacific Ocean. A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies are close enough to the Project site such that Project development would exacerbate an existing seiche flood hazard. No impact would occur and mitigation is not required.

Level of Significance Before Mitigation: There would be no impact.

D.3 Mitigation Measures

No mitigation measures are required.

D.4 Level of Significance After Mitigation

No impact would occur.

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

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls or Santa Ana Region Basin Plan.

E.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPPs 4.9-1 through 4.9-4, set forth above in Section 4.9.6.A, are relevant to Project water quality impacts.

Project Design Features (PDFs)

PDFs 4.9-1 through 4.9-4, set forth above in Section 4.9.6.A, are also relevant to Project water quality impacts.

E.2 Impact Analysis

The Project would be designed in compliance with all applicable City of Jurupa Valley regulations regarding stormwater runoff, as well as the Riverside County MS4 permit (Order No. R8-2010-0033, NPDES No. CAS 618033) to which the City of Jurupa Valley is a signatory, and the LID capture and infiltration facilities would, through natural infiltration of soils, ensure that the water quality objectives of the Santa Ana Regional Water Quality Control Board's Water Quality Control Plan (Basin Plan) are met. It is not anticipated that the proposed Project would conflict with or obstruct implementation of a water quality control plan.

A Groundwater Sustainability Management Plan (SGMP) for the Riverside South Groundwater Basin is in preparation by the WMWD; however, the WMWD has not yet adopted that SGMP (DWR, 2022; WMWD, 2023). Project development will not be drawing any groundwater since all water will be supplied by the RCSD, as such the Project would not conflict with an adopted SGMP. Impacts would be less than significant.

Level of Significance Before Mitigation: Impacts would be less than significant.

E.3 Mitigation Measures

No mitigation measures are required.

E.4 Level of Significance After Mitigation

Impacts would be less than significant.

4.9.7 Cumulative Impacts

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 6) 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).

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.

Groundwater Supply and Recharge

As discussed above in Threshold b and shown in Table 4.9.-2, 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. (Also refer to Section 4.15, *Utilities and Service Systems* for additional discussion on water supply).

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.

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.

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.

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 discussion focuses on Project consistency with applicable land use plans, policies, or regulations.

4.10.1 Existing Conditions

Existing and Adjacent Land Uses

The Project site is approximately 248.3 acres in the eastern portion of the City of Jurupa Valley. More specifically, the Project site is bounded by the State Route (SR)-60 freeway to the north; the Santa Ana River to the east; single- and multi-family residential uses, a commercial business, two churches, and a water well and tank to the south; and single – and multi-family residences, a church, and a gas station to the west across Rubidoux Boulevard (Google Earth Pro, 2022). The Project site is vacant except for 11 vacant single-family residences in the central part of the site, three roadways (Wallace Street, Hall Avenue, and 30th Avenue), and two garages on the southeast site boundary at 5231 and 5225 34th Street. Remnants of demolished structures are present near Wallace Street in the middle of the site, and near 30th Street and Hall Avenue in the north part of the site (AEI, 2019). The entire site is fenced off.

Project Site General Plan Land Use and Zoning Designations

The General Plan land use designations for the Project site are Medium Density Residential (MDR; 2-5 dwelling units [DU] per acre); Medium High Density Residential (MHDR; 5-8 DU/acre); High Density Residential (<14 DU/acre); Very High Density Residential (<20 DU/acre); and Commercial Retail (CR) (City of Jurupa Valley, 2022a) (refer to **Table 4.10-1** and **Figure 4.10-1**, below). The Project site is zoned Specific Plan (Emerald Meadows Ranch Specific Plan) (City of Jurupa Valley, 2022b) (refer to **Figure 4.10-2**, below).

Table 4.10-1
EXISTING LAND USE, ZONING, AND DEVELOPMENT FOR THE PROJECT SITE AND PROJECT AREA

Location	General Plan Designation	Zoning Designation	Existing Development
Project Site	Medium Density Residential (MDR; 2-5 DU/acre); Medium High Density Residential (MHDR; 5-8 DU/acre); High Density Residential (<14 DU/acre); Very High Density Residential (<20 DU/acre); and Commercial Retail (CR)	Emerald Meadows Ranch Specific Plan (EMRSP)	Primarily vacant site, fence along the perimeter, 11 single-family residences, 2 garages

Location	General Plan Designation	Zoning Designation	Existing Development
Surrounding Area			
North	SR-60 (Caltrans right-of-way)	State Route 60	Highway
South	Medium High Density Residential (MHDR)	R-1-One (1) Family Dwellings R-2-MultipleFamily Dwellings	Multifamily residential buildings, single family residences, churches
West	Medium High Density Residential (MHDR) and Commercial Retail (CR)	R-3- General Residential, C-1 & C-P- General Commercial	Multifamily residential buildings, single family residences, commercial buildings
East	Santa Ana River channel	Santa Ana River channel	Santa Ana River channel

Source: City of Jurupa General Plan,2017; City of Jurupa Valley-Zoning, March 2022; Google Earth Pro, 2022.

Figure 4.10-1
GENERAL PLAN LAND USE DESIGNATIONS

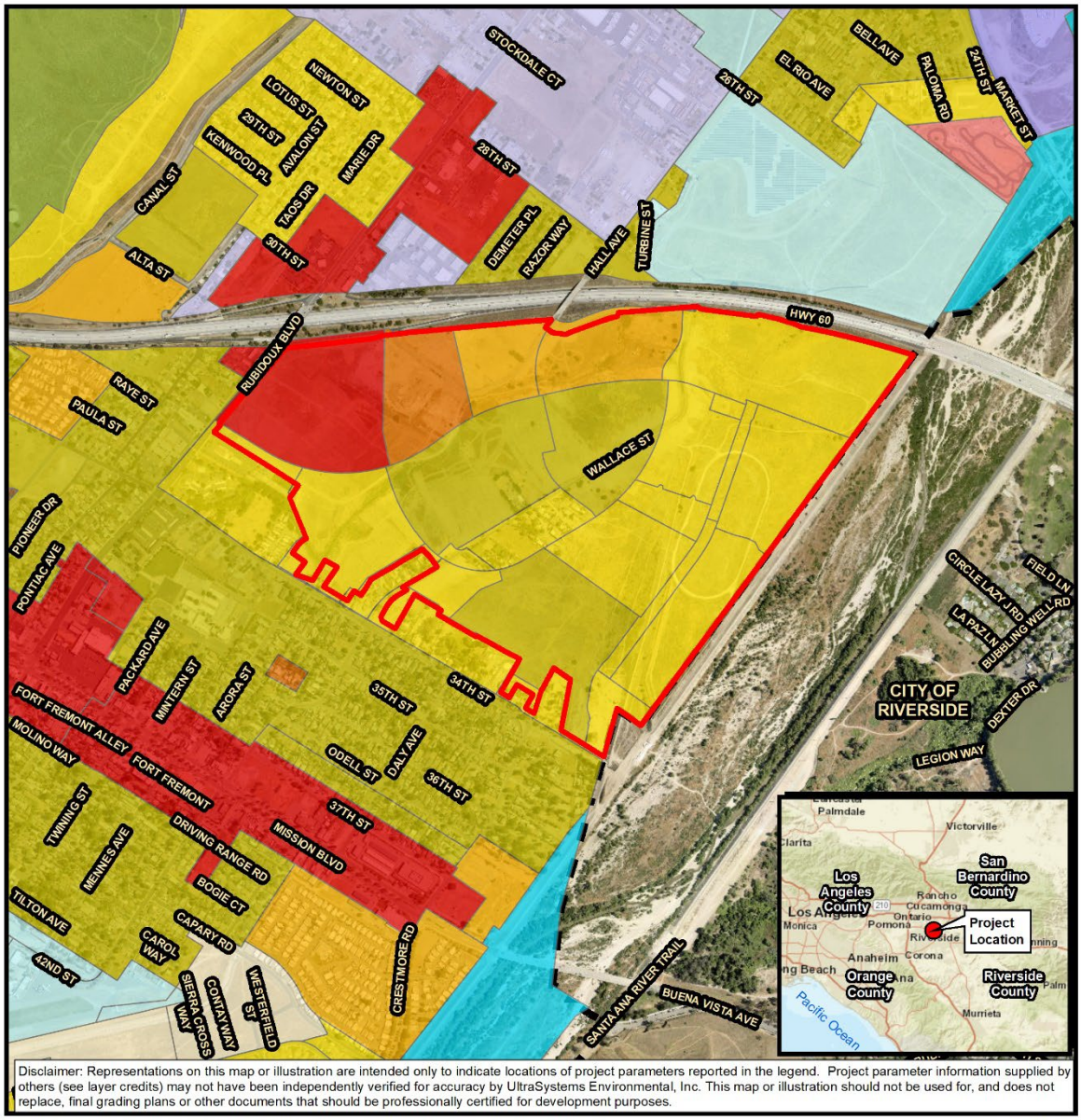
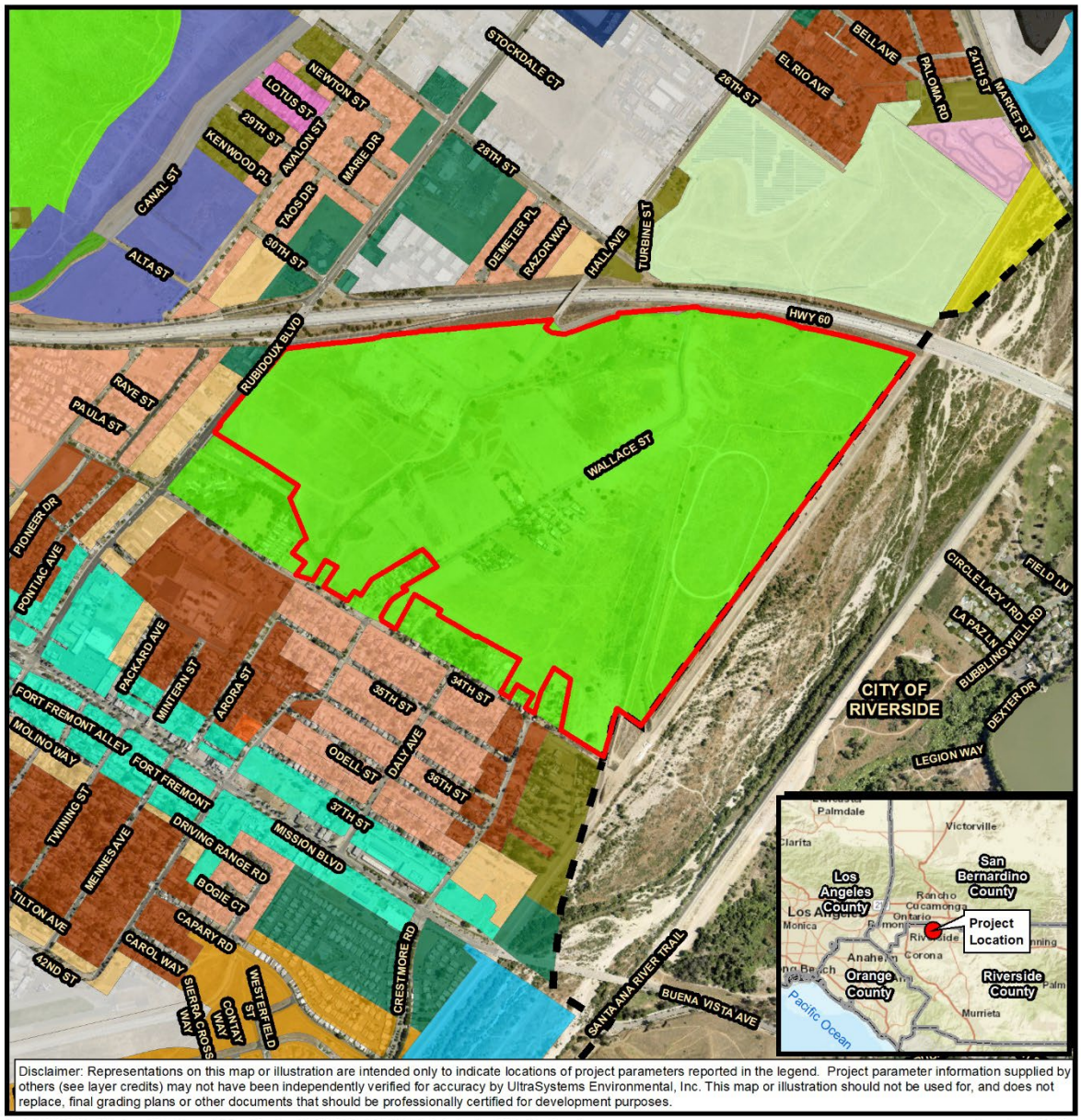


Figure 4.10-2
ZONING DESIGNATIONS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\GISSVR\gis\Projects\7124_JurupaValley_DistrictatJV_EIR\MXDs\7124_DJV_2_0_Zoning_2022_12_13.mxd
December 13, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; City of Jurupa Valley, 2022; UltraSystems Environmental, Inc., 2022

Scale: 1:12,672 N

0 0.1 0.2 Miles

0 0.15 0.3 Kilometers

Legend

- Project Boundary
- Cities
- A-1-1;Light Agriculture (1ac min)
- A-1;Light Agriculture
- C-1/C-P;General Commercial
- C-T;Tourist Commercial
- I-P;Industrial Park
- M-H;Manufacturing - Heavy
- M-M;Manufacturing - Medium
- M-SC;Manufacturing - Service Commercial
- N-A;Natural Assets
- PUD-02;Planned Unit Development Zone
- R-1;One-Family Dwellings
- R-2-3000;Multiple Family Dwellings (3000sqft min)
- R-2;Multiple Family Dwellings
- R-3;General Residential
- R-4;Planned Residential
- R-6;Residential Incentive
- R-R;Rural Residential
- R-VC;Rubidoux-Village Commercial
- SP ZONE; Emerald Meadows Specific Plan
- W-1;Watercourse, Watershed and Conservation Areas

District at Jurupa Valley

Zoning Designation

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4.10.2 Notice of Preparation/Scoping Comments

Jackie Vega at the Riverside County Airport Land Use Commission (ALUC) submitted an email April 12, 2022 stating that the Project requires ALUC review as it is in the airport influence areas (AIAs) for Flabob Airport and Riverside Municipal Airport. ALUC review is addressed in sections 4.8, Hazards and Hazardous Materials, and 4.16, Transportation.

4.10.3 Regulatory Framework

Federal

There are no federal regulations that pertain to this issue area.

State

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated regional planning agency for the following six counties in Southern California: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG is a Joint Powers Authority under California state law, established as an association of local governments that voluntarily convene to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under state law as a Regional Transportation Planning Agency and a Council of Government (SCAG, 2022).

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal)

In 2020 SCAG adopted the 2020-2045 RTP/SCS, which presents a vision for the region in 2045. Guided by the leadership of the Regional Council, in 2012 SCAG adopted the region's first RTP/SCS—a plan now called Connect SoCal. Connect SoCal is a major planning document for our regional transportation and land use network. It balances the region's future mobility and housing needs with economic, environmental and public health goals. The 2020-2045 Connect SoCal has goals that would build more than 20 miles of light rail, creating a rail backbone to serve the entire region; accommodate 51 percent of all future housing near major transit stations and corridors; and would replace gas taxes with mileage-based user fees to ensure a long-term sustainable funding mechanism that isn't eroded by rising fuel efficiency and construction costs. (SCAG, 2020a, p. 2).

Local

City of Jurupa Valley General Plan

The City of Jurupa Valley 2017 General Plan, adopted in 2017, sets an up-to-date framework to help guide the City's future. The City of Jurupa Valley was incorporated in 2011 and encompasses six formerly unincorporated communities: from west to east, Mira Loma, Glen Avon, Jurupa Valley, Rubidoux, Sunnyslope, and Crestmore Heights. The 2017 General Plan addresses only key issues that are critical to the transition from county to cityhood and has been referred to as an "Interim General Plan" due to budget constraints. The 2017 General Plan provides comprehensive, mid- to long-term goals and policies for maintaining and enhancing Jurupa Valley's quality of life. It guides land use, circulation, open space preservation, housing, and many other facets of the City's growth and development (City of Jurupa Valley, 2017, p. 1-1).

The Project site is identified in the General Plan as an Opportunity Site for shopping and mixed-use development (City of Jurupa Valley, 2017, p. 11-4).

City of Jurupa Valley Municipal Code

City of Jurupa Valley Municipal Code ordinances governing land use and development are set forth in Titles 7, Subdivisions; 8, Building and Construction; and 9, Planning and Zoning; and 12, Vehicles and Traffic (City of Jurupa Valley Municipal Code, 2022).

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 2022 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
- SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

Consistency with the Air Quality Management Plan is addressed in Section 4.2, *Air Quality*; consistency with the Multiple Species Habitat Conservation Plan is addressed in Section 4.3, *Biological Resources*; consistency with the Santa Ana Region Basin Plan is addressed in Section 4.9, *Hydrology and Water Quality; and* the Air Resources Board Scoping Plan is addressed in Section 4.7, *Greenhouse Gas Emissions*.

4.10.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist,* and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, set forth the following significance thresholds for land use and planning impacts. The Project would have a significant impact related to land use and planning if it would:

a) Physically divide an established community.

Under the City's local significance threshold, the project would have significant effects if: The project involves the construction of a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Under the City's local significance threshold, the project would have significant effects if: The project's conflict with any land use plan is related to an environmental issue under CEQA and the project's conflict results in an adverse environmental impact. The applicable plans include, but are not limited to:

- Jurupa Valley General Plan
- South Coast Air Quality Management District Air Quality Management Plan
- Western Riverside County MSHCP
- Santa Ana Region Basin Plan
- Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport.

4.10.6 Environmental Impact Analysis

Threshold a): Would the project physically divide an established community?

Under the City's local significance threshold, the project would have significant effects if: The project involves the construction of a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.

A.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no specific PPPs that address impacts related to land use and planning.

Project Design Features (PDFs)

No project design features are applicable to project land use and planning impacts.

A.2 Impact Analysis

The Project area abuts the SR-60 right-of-way to the north, 34th Street to the south, Santa Ana River to the east and Rubidoux Boulevard to the west. The southern border of the Project site area is irregular and does not include a majority of the existing uses along 34th Street.

- North: The SR-60 freeway, followed by single family and multifamily residential, commercial and industrial uses.

- South: Single family dwellings and multiple-family dwelling, churches, educational institutions and light agriculture uses.

- East: Santa Ana River and City of Riverside jurisdictional boundary with residential, and parks and recreational uses.

- West: Rubidoux Boulevard followed by Single-family and multi-family residential and commercial uses.

Access to the site is primarily from the Frontage Road, 30th Street, Hall Avenue, Rubidoux Boulevard, 34th Street and Wallace Street. These existing public streets are paved roads with varying widths though not all roads have curb, gutter, or sidewalks. The existing residences within the Specific Plan area have direct access from Wallace Street. There are no major freeways or major thoroughfare streets proposed that would divide either an existing neighborhood or a proposed neighborhood.

The Project site is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses. Since the Project site is bordered by SR-60 to the north, 34th Street and existing residences to the south, the Santa Ana River east), and Rubidoux Boulevard to the west, it is essentially an infill development site. Based on the foregoing, the Project will not divide an established community and there will be **no impact**.

Level of Significance Before Mitigation: No impact.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

No project 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?

Under the City's local significance threshold, the project would have significant effects if: The project's conflict with any land use plan is related to an environmental issue under CEQA and the project's conflict results in an adverse environmental impact. The applicable plans include, but are not limited to:

- Jurupa Valley General Plan
- South Coast Air Quality Management District Air Quality Management Plan
- Western Riverside County MSHCP
- Santa Ana Region Basin Plan
- Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport.

B.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP's that are applicable to the project are identified in Sections 4.2, Air Quality, 4.3 Biological Resources, 4.7, Greenhouse Gas Emissions, 4.8, Hazards and Hazardous Materials, and 4.9, Hydrology and Water Quality.

Project Design Features (PDFs)

There are no PDF's that are applicable to the project related to land use and planning.

B.2 Impact Analysis

The proposed Project would replace the existing Emerald Meadows Ranch Specific Plan (EMRSP) with the District at Jurupa Specific Plan (DJSP). The EMRSP, located within the Project site, contains a mix of residential and Commercial Retail (CR) land use designations but was not developed. The DJSP would change the land use of the Project site to a mix of residential, commercial, industrial and business park, open space, and signage and monuments land uses.

The proposed Project would include 1,196 residential units and nonresidential land uses in five districts totaling approximately 248.3 acres in the northeast part of the City of Jurupa Valley. **Table 4.10-1** provides details for the Project site and surrounding area's land use, zoning designations, and existing development.

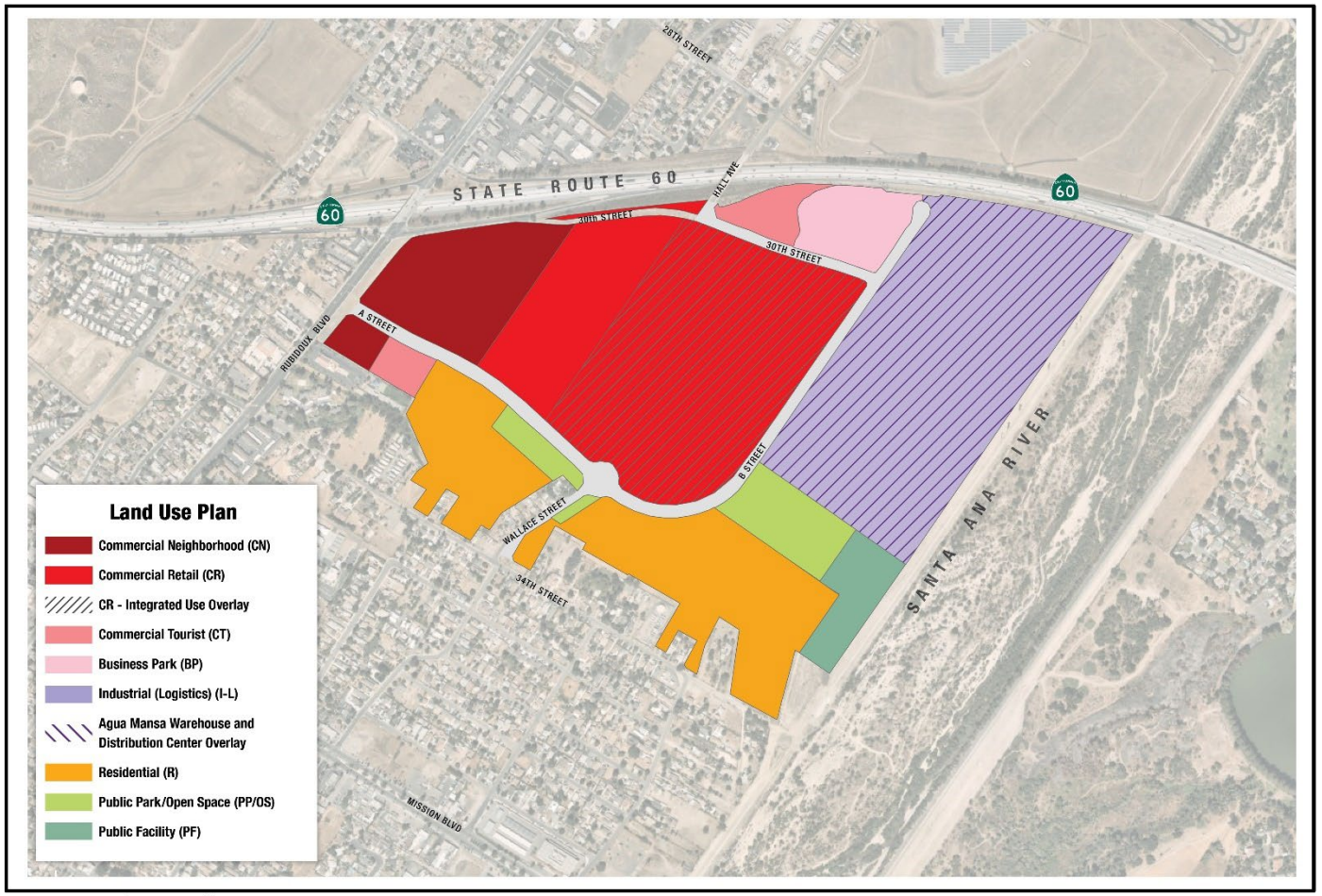
The Project would include standards for signage that could be installed within each land use area. Signage standards may include but not be limited to commercial/industrial signs (wall and monument), directional signage, entry features/monuments, and freeway-oriented signs, including project pylon signs and billboards. The goal would be to provide a comprehensive and cohesive approach to signage throughout the Project site.

The Conceptual Land Use Plan can be seen in **Figure 4.10-3** below.

General Plan Consistency Analysis

The City of Jurupa Valley General Plan Land Use Element contains goals and policies for land use that reflect the values and unique characteristics of the City of Jurupa Valley. The Project's consistency with applicable goals and policies is provided in **Table 4.10-2**. As shown below, the proposed Specific Plan would be consistent with the City's General Plan.

Figure 4.10-3
LAND USE PLAN



Source: City of Jurupa Valley, May 31, 2023.

District at Jurupa Valley
Land Use Plan

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Table 4.10-2
GENERAL PLAN CONSISTENCY ANALYSIS

Policy	Consistency Analysis
AESTHETICS	
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:** As detailed in Section 4.1, *Aesthetics*, with the implementation the combination of floor area ratio limits, building setback lines, and building heights, the partial views to the Jurupa Mountains, Pedley Hills, and Mount Rubidoux would still be publicly available from the Project site post development. The existing public views of the Santa Ana River are already blocked because the elevation is the same or lower that these vantage points and because of the intervening structures and vegetation block any view.
COS 9.2 Ensure that development in areas with scenic values, including natural or agricultural landscapes, is visually subordinate to and compatible with the dominant landscape features, colors, and textures. Development includes but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines, and structures. Such development shall: 1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent, particularly in the visually sensitive Jurupa Mountains. 2. Avoid unnecessary grading, vegetation removal, and site lighting. 3. Incorporate building forms, architectural materials, and landscaping that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting4. Preserve scenic or unique landforms; significant trees in terms of size, age, species, or rarity; historical features; and rock outcroppings.	**Consistent:** The Specific Plan is a planning document to guide development; it does not propose specific development projects. Future development of the Specific Plan will occur through the processing of a variety of implementing projects, including, but not limited to tract maps, parcel maps, grading plans, site development permits, conditional use permits, tenant improvements, and sign permits. All implementing projects shall be submitted to the Community Development Department for review and processing. The Community Development Department shall review all plans for consistency with the applicable zoning and other regulations governing scenic quality contained in Specific Plan Section 3, *Land Use and Development Standards,* and Section 4, *Design Guidelines.* (Also refer to analysis for Policy COS 9.10).
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.	**Consistent:** Refer to analysis for Policy COS 9.1
COS 9.5 Views to and from Public Places, Including Scenic Corridors. The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure	**Consistent:** Refer to analysis for Policies COS 9.1 and COS 9.2.

Policy	Consistency Analysis
4-23 [of the General Plan] are designated as local scenic corridors.	
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 warranting illumination 3. Includes lighting frequencies (colors) that interfere with astronomical viewing 4. Produces glare (intense line-of-site contrast)	**Consistent:** As detailed in Section 4.1, *Aesthetics*, , Outdoor lighting fixtures are required to comply with Section 3.7, *Lighting Requirements*, and Section 4.5, *Lighting*, of the Specific Plan. These regulations require all exterior lighting fixtures to be directed downward to illuminate the site and avoid unnecessary glare and light pollution on adjacent properties.
COS 10.2 New Residential Development and Remodeling Projects. Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.	**Consistent:** Refer to the analysis for COS 10.1.
COS 10.3 Public Facilities, Buildings, and Streets. Use outdoor light-shielding measures for new and existing lighting fixtures, including signs, to minimize light trespass and glare while enhancing safety and aesthetics.	**Consistent:** Refer to the analysis for COS 10.3
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.	**Consistent**: Refer to the analysis for COS 10.1.
HE 4.2 Design Compatibility. Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.	**Consistent:** The Specific Plan is a planning document to guide development; it does not propose specific development projects. Future development of the Specific Plan will occur through the processing of a variety of implementing projects, including, but not limited to tract maps, parcel maps, grading plans, site development permits, conditional use permits, tenant improvements, and sign permits. All implementing projects shall be submitted to the Community Development Department for review and processing. The Community Development Department shall review all plans for consistency with the applicable zoning and other regulations governing scenic quality contained in Specific Plan Section 3, *Land Use and Development Standards,* and Section 4, *Design Guidelines.* (Also refer to analysis for Policy COS 9.10).
HE 4.3 Neighborhood Integration. New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks, and shopping.	**Consistent:** The Project circulation plan specifies improving streets with curb, gutter sidewalk, and landscaping. The Project proposes community serving pedestrian pathways and on-street bicycle lanes along two proposed roadways.

Policy	Consistency Analysis
LUE 4.5 Architectural Compatibility. Public Facility/Institutional development shall 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 (Applies to . Public Facility/Institutional (PF)	**Consistent:** Refer to the analysis for Policy HE 4.2.
LUE 9.7 Grading. Limit grading, cut, and fill to the minimum quantities necessary to provide stable areas for structural foundations, street rights of way, parking facilities, and other intended uses	**Consistent:** Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared to analyze on-site soil conditions and slope stability and shall include appropriate measures to control erosion and dust as per the Grading Plan.
AIR QUALITY	
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.	**Consistent:** The Specific Plan is designed to minimize the interaction between trucks and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan). Per Section 3.3.4 *Industrial Land Use Buffer of the Specific Plan*, "Where there are industrial uses adjacent to residential, there is a required 750-foot buffer area from any industrial building to any residential building. The buffer area can be used as open space, providing landscape and infrastructure improvements that can include sidewalks, trails, and other passive uses."
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.)	**Consistent:** As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes landscaping along the Project's frontage, parking areas, and entryways.
AQ 3.3 Stationary Pollution Reduction. Require stationary pollution sources to prevent the release of toxic pollutants through the following: 1. Design features; 2. Operating procedures; 3. Preventive maintenance; 4. Operator training; and 5. Emergency response planning	**Consistent:** The Project will have relatively few discrete stationary sources of air toxic pollutants, as the term "stationary source" is understood in air pollution control law. However, the five measures specified here are embodied in federal, state and SCAQMD regulations that control air toxics emissions from stationary sources.
AQ 3.4 Emissions Mitigation. Require every project to mitigate any of its anticipated emissions that exceed allowable levels as	**Consistent:** As discussed in Section 4.2, *Air Quality*, the Project would result in an exceedance of ROG, NOx, and CO emissions during operation of the Project. However, the Project has

Policy	Consistency Analysis
established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.)	incorporated all feasible mitigation measures and project design features to reduce impacts associated with air quality emissions, described in Table 4.2-8, *Summary of Required Air Pollution Reduction Measures.*
AQ 3.6 Grading in High Winds. Suspend all grading when wind speeds exceed 25 miles per hour.	**Consistent:** This requirement is part of SCAQMD Rule 403-Fugitive Dust, Table 3.
AQ 4.2 Particulate Matter. Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible	**Consistent:** The Project will comply with all pertinent provisions of SCAQMD Rule 403. In addition, it will go beyond Rule 403 through implementing of MM AQ-1- Minimize Construction Emissions.
AQ 4.3 Electric Service Units. Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.	**Consistent:** The Project will be subject to MM AQ-7-TRUs to be Plug-in-Capable, which requires TRUs entering the Project site to be plug-in capable with electric hookups provided. Therefore, the Project is consistent with General Plan Policy AQ 4.3.
BIOLOGICAL RESOURCES	
COS 1.2 Protection of Significant Trees. Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. 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.	**Consistent:** The majority of the Project area has been cleared and is devoid of significant vegetation. Areas that have the most vegetation are associated with the lower portion of the Jurupa Ditch and the plant species are comprised of predominantly non-native annual and perennial species.
COS 1.3 Other Significant Vegetation. Maintain and conserve superior examples of vegetation, including: agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.	**Consistent:** The majority of the Project area has been cleared and is devoid of significant vegetation. Areas that have the most vegetation are associated with the lower portion of the Jurupa Ditch and the plant species are comprised of predominantly non-native annual and perennial species.
COS 2.2 Wildlife Corridors. Identify and maintain a continuous wildlife corridor along the City's northern boundary through the Jurupa Mountains and along the Santa Ana River from the northern boundary to the City's western boundary. Condition development approvals to ensure that important corridors for wildlife movement and dispersal are protected and not interrupted by walls, fences, roadways or other obstructions. Features of particular importance to wildlife include	**Consistent:** The Project site is adjacent to the Santa Ana River and may serve as an extension of open space available to local wildlife for foraging, but it is highly constrained as a wildlife corridor. This is discussed in more detail in Section 5.3.5 of the biological technical report (RECON, 2023a). Furthermore, the Project site has not been identified as an area where habitat conservation is needed to support buildout of the Western Riverside County MSHCP habitat preserve system.

Policy	Consistency Analysis
riparian corridors, wetlands, streams, springs, and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.	
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.	**Consistent:** A Project-specific Biological Resources Technical Resource Report has been prepared for the Project. (EIR *Technical Appendix F*).
COS 3.20 Riparian Area Preservation. Require development projects to preserve and enhance native riparian habitat and prevent obstruction of natural watercourses. Zoning incentives, such as transfer of development credits, should be used to the maximum extent possible.	**Consistent:** The Project a small amount of low quality riparian habitat, the loss of which will be mitigated in accordance with MM BIO-4 The Project may result in a direct or indirect physical change to riparian habitat , but will be required to implement mitigation subject to approval by applicable regulatory agencies, which may include the implementation of MM-BIO-4 to replace the habitat at a specified ratio, as discussed under the analysis for Policy CSSF 1.11, below.
COS 3.21 Ecotones. Identify and, to the maximum extent possible, conserve remaining upland habitat areas, or "ecotones" adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species.	**Consistent:** The Jurupa Ditch appears to have been excavated in a historic upland area and conveys water used for agricultural purposes; it may be exempt as a water of the U.S. upon review by the USACE (RECON 2022c, pp. 9-10
COS 8.1 Environmental Resource Protection. Preserve and maintain open space that protects environmental resources and protects public health and safety.	**Consistent:** The proposed Project would preserve approximately 11.1 acres as open space.
COS 8.2 Extension of Public Facilities. Avoid the extension of public streets, facilities, services, and utilities for urban uses into areas designated as Open Space in the General Plan.	**Consistent:** The Project site is designated "Specific Plan" and, therefore, the development of the proposed Project would not impact an area designated "Open Space."
CSSF 1.11 Modification of Water Courses. Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.	**Consistent:** As required by MM BIO-4, Prior to City and County approvals, including the issuance of a Riverside County Flood Control District (RCFCD) Encroachment Permit, and prior to ground disturbance and construction of the Project, the applicant shall obtain or provide documentation that an Agency declines jurisdiction of any features and a permit is not required: a. A Section 404 CWA General or Individual permit for the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S. or documentation that a Section 404 permit is not required (i.e. Army Corps declines jurisdiction or definition of Water of US changes

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	pursuant to *Sackett vs. Environmental Protection Agency*; b. A Section 401 CWA Water Quality Certification from the RWQCB for water quality impacts related to the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S.; and certification in conjunction with the USACE 404 permit or a Waste Discharge Requirement permit pursuant to Porter-Cologne Act. c. A Lake and Streambed Alteration Agreement (LSAA) from CDFW to authorize permanent impacts to 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian. The Project Applicant would be responsible for complying with all permit conditions. Such conditions may include, but are not limited to, implementation of best management practices (i.e., erosion and sediment control measures) and seasonal work restrictions, as appropriate. In addition, the USACE, RWQCB, and CDFW are expected to require compensatory mitigation for impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. The amount of required compensatory habitat acreage would be based on the functions and values of impacted features. Habitat compensation would be provided at a ratio of up to 1:1 of created to filled or disturbed in-kind habitat, pending coordination with the agencies. This ratio may be reduced through the permit process if the agencies find that a different ratio is sufficient to mitigate impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. If there is a change in the law where one or more of these Permits is not required, evidence of that change shall be submitted to the Planning Department for its review and concurrence.
CSSF 1.13 Environmental Protection. Ensure that any substantial modification to a watercourse is accomplished in the least environmentally damaging manner possible to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.	**Consistent**: Refer to the analysis for CSSF 1.11.
LUE 5.47 Sensitive Habitat and Species. Public and private development, operations, and maintenance shall avoid damaging sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species	**Consistent:** Three vegetation communities/land cover types were mapped within the Project site: disturbed land; disturbed riparian; and developed land. Impacts to disturbed land and developed land would not be considered significant under CEQA and thus impacts to these land cover types would not be cumulatively considerable. Impacts to disturbed riparian would be considered significant and require mitigation through implementation of MM BIO-4. Per the

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	MSHCP, a Local Development Mitigation Fee will be required for the total acreage of project impacts.
ME 8.37 Tree Preservation in Rights-of-Way. Preserve mature trees with street or highway rights-of-way that are identified as superior examples of California native species or naturalized tree species.	**Consistent:** The proposed Project would preserve London Plane Trees along Rubidoux Blvd.
CULTURAL RESOURCES	
COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.	**Consistent:** As detailed in Section 4.4, *Cultural Resources*, it is unlikely that historical resources would be adversely affected by construction of the Project, grading activities associated with development of the Project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic archeological resources. In the event of an unanticipated discovery, implementation of mitigation measure **CUL-1** described below would ensure that impacts on historical resources would be less than significant. Grading activities associated with development of the Project would cause new subsurface disturbance and could result in the unanticipated discovery of unique archeological resources. Therefore, mitigation measures CUL-1 and CUL-2 are recommended.
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.	**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 accessible portions of the Project site to determine the presence or absence or archaeological resources and the findings disclosed in Section 4.4, *Cultural Resources*.
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.	**Consistent:** The Project incorporated Mitigation Measure CUL-1: Cultural Resources Monitoring Program and Mitigation Measure CUL-2: Treatment Plan.
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	**Consistent:** The Project incorporated Mitigation Measure CUL-1: Cultural Resources Monitoring Program and Mitigation Measure CUL-2: Treatment Plan.

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curation in an appropriate facility under the direction of a qualified professional.)	
LUE 5.68 CEQA Compliance. Require mitigation of significant, adverse impacts to on-site and adjacent, designated historic, or other cultural resources as a condition of approval of any project requiring California Environmental Quality Act (CEQA) review.	**Consistent:** Refer to the analysis for Policies COS 7.1, COS 7.3, COS 7.7, and COS 7.9.
LUE 5.70 New Development. Encourage developers of residential and commercial developments within a 300-foot radius from a historic resource to be compatible with the historic resource in terms of scale, massing, building materials, and general architectural treatment.	**Consistent:** As detailed in Section 4.4, *Cultural Resources*, the Project is not located within a 300-foot radius from a historic resource; therefore, it is not required to be compatible with a historic resource in terms of scale, massing, building materials, and general architectural treatment.
ENERGY	
AQ 5.2 Energy Conservation. Encourage advanced energy conservation techniques and the incorporation of energy efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.	**Consistent:** The Project would be required to implement and adhere to PPPs 4.5-1 through 4.5-5, which would help to reduce fuel consumption. The Project would be required to implement and adhere to PPPs and MMs in Section 4.2, Air Quality.
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.	**Consistent:** The Project would be required to implement and adhere to PPP 4.5-5 CALGreen Building Standards Code (24 CCR, Part 11), PPP 4.5-4 Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CCR, Part 6), PPP 4.5-6 Reduce Heat-Island effect.
HE 5.1 New Construction. Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.	**Consistent:** The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards included in (PPP 4.5-4.
ENVIRONMENTAL JUSTICE	
EJ 2.1 Separation of Land Uses. Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the Project site.	**Consistent:** The project will locate the residential units further away from SR-60 than was proposed in the existing Emerald Meadows Specific Plan and is proposing buffers between the proposed residential areas and the Industrial and Commercial Retail-Integrated uses as discussed in EJ-22 below. All residential areas of the proposed Specific Plan will be located along the southerly boundary of the Project site, at the furthest possible distance from SR-60, with additional screening/buffering provided by intervening buildings and landscaped park areas.
EJ 2.2 Sensitive Land Use Buffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers,	**Consistent:** As required by Specific Plan Section 3.3.4*, Industrial Land Use Buffer,* where there are industrial uses adjacent to residential, there is a required 750-foot buffer area from any industrial building to any residential building located in a

Policy	Consistency Analysis
landscaping, or other measures as necessary to minimize air quality impacts.	residential district/zone. The buffer area can be used as open space, providing landscape and infrastructure improvements that can include sidewalks, trails, and other passive uses. In addition, the Specific Plan requires a 500' buffer between a residential unit located in a residential district/zone.
EJ 2.3 School Buffers. Provide adequate buffers between schools and industrial facilities and transportation corridors.	**Consistent:** The proposed industrial area is buffered from Ina Arbuckle Elementary School, located south of 34th Street by a public park, water quality basin , and residentially planned land.
EJ 2.4 Stationary Source Emissions. Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.	**Consistent:** There are no existing sources of stationary emissions on the Project site.
EJ 2.5 Residential Buffers. Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.	**Consistent:** Refer to the analysis for Policy EJ 2.2.
EJ 2.6 Mitigate Air Quality. Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and other measures.	**Consistent:** Refer to the analysis for Policy EJ 2.2. Additionally, the Project includes Project Design Feature (PDF) AQ-11 which requires MERV 13 filters within 500 feet of TAC sources.
EJ 2.7 Latest Technologies. Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.	**Consistent:** Table 4.2-8, *Summary of Required Air Pollution Reduction Measures*, includes PPP 4.2-11 (Rule 2305 (Warehouse Indirect Source Rule), PDF AQ-8 (Model Year 2010 Fleet), PDF AQ-9 (ZE Trucks by 2030), MM AQ-11 that requires all outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity.
EJ 2.8 Separation of Uses. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.	**Consistent:** Refer to the analysis for Policy EJ 2.2.
EJ 2.14 Truck Idling. Seek the necessary funding and resources to enforce the statewide idling limit of five minutes for heavy duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or more.	**Consistent:** The Project would be required to install signage that limits idling and implement the anti- idling regulations under State law pursuant to MM AQ-8.
EJ 2.16 Noise Mitigation. Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design, and other measures.	**Consistent:** Project operation is not expected to generate significant traffic noise levels, and no mitigation for onsite operational traffic noise is proposed. Project operational noise impacts are expected to contribute to cumulative traffic noise impacts. Feasible mitigation is not available to reduce off-site traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can

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	only be imposed on onsite roadways since the Applicant would not have authorization or control to make offsite improvements.
EJ 2.19 Green Building Techniques. Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals	**Consistent:** The Project would comply with the California Green Building Standards (CALGreen) Code (see PPP 4.7-1) and the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) (see PPP 4.7-4). Therefore, the Project would be consistent with policy EJ 2.19.
GEOLOGY AND SOILS	
CSSF 1.1 Fault Rupture Hazards. When reviewing new development, minimize fault rupture hazards through the enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements: • Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high risk occupancies located within 0.5 mile of all active or potentially active faults. • Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for especially critical or vulnerable structures or lifelines. • Require that critical infrastructure, including roads, bridges, and utilities be designated to resist, without failure, their crossing of a fault, if fault rupture occurs. • Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development within regional entities, State and local governments, private organizations, utility agencies, or universities	**Consistent:** As detailed in Section 4.6, *Geology and Soils,* active faults are not known to exist within the Project and a review of Special Publication 42 indicates the site is not within a California State designated Earthquake Fault Zone. Accordingly, the potential for fault surface rupture on the subject site is very low (Alta, 2022, p. 8). The nearest known active fault to the Project site is the San Jacinto Fault Zone approximately 7.3 miles to the northeast.
CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental development and 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 settlement.	**Consistent:** As detailed in Section 4.6, *Geology and Soils,* portions of the younger alluvium underlying most of the site have been determined to be potentially liquefiable. The older Quaternary alluvium underlying the northwest part of the site is considered resistant to liquefaction (Alta, 2022, p. 8). Landslides are not considered a hazard affecting the Project site due to the lack of slopes on or abutting the site (Alta, 2015, p. 16; Alta, 2022, p. 11).
CSSF 1.4 Structural Damage. Utilize the latest approaches to minimize damage to structures located in areas determined to have high liquefaction potential during seismic events.	**Consistent:** As required by Municipal Code § 8.05.010, the Project is required to comply with the approved recommended seismic design requirements contained in the Project's Geotechnical Evaluation, approved by the City, and be incorporated in the

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	construction of each structure, to preclude significant adverse effects associated with seismic hazards.
GREENHOUSE GAS EMISSIONS	
AQ 3.2 Centrally Heated Facilities. Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.	**Consistent**: The Project is required to comply with current Title 24 and energy efficiency standards including the use of smart thermostats in heating and cooling systems.
AQ 5.1 Reduce solid waste. Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**Consistent:** As detailed in Section 4.15, *Utilities and Service Systems*, the Project would implement best practices to reduce the amount of solid waste generated during construction and operation.
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:** The 3,000 MTCO2e threshold used in this analysis 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.
CSSF 2.44 Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development	**Consistent:** As shown on Specific Plan Figure 3-8, *Conceptual Landscape Plan*, the Project includes drought-tolerant plants. Standards for landscaping requirements, inclusive of applicable irrigation requirements are established in Specific Plan Table 3-8, *Landscaping Requirements.* These standards are to be used in conjunction 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.
HE 5.2 Sustainable Design. Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following: 1. Maximize use of renewable, recycled-content and recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts. 2. Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling. 3. Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading. 4. Avoid building materials that may contribute to health problems through the release of gases or	**Consistent:** The proposed Project includes design standards to promote energy efficiency in new dwelling units.

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glass fibers into indoor air. 5. Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks, and industrial uses. 6. Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials. 7. Help inform residents, staff, and builders of the advantages and methods of sustainable design, and thereby develop consumer demand for sustainable housing. 8. Consider adopting a sustainable development rating system, such as the LEED® or Green Globes program.	
HE 5.3 Site and Neighborhood Design. Residential site, subdivision, and neighborhood designs should consider sustainability. Some ways to do this include: 1. Design subdivisions to maximize solar access for each dwelling and site. 2. Design sites so residents have usable outdoor space with access to sun and shade. 3. Streets and access ways should minimize pavement devoted to vehicular use. 4. Use multi-purpose neighborhood "pocket parks"/ retention basins to purify street runoff prior to its entering creeks. Retention basins shall be designed to be visually attractive as well as functional. Fenced off retention basins should be avoided. 5. Encourage cluster developments with dwellings grouped around significantly sized, shared open space in return for City approval of smaller individual lots.	**Consistent:** As required by Specific Plan Section 4.6, *Sustainable Design*, developments will incorporate sustainable design strategies that integrate principles of environmental stewardship into building/site design and construction. All development within the Specific Plan Area shall be subject to applicable laws of the State of California regarding water quality. The developments within the Specific Plan Area shall be designed in consideration of water efficiency and conservation measures. LID Best Management Practices (BMPs) should be used to infiltrate, or treat runoff from impervious surfaces, in accordance with the Design Handbook for Low Impact Development Practices.

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6.Treat public streets as landscaped parkways, using continuous plantings at least 6 feet wide and, where feasible, median planters to enhance, define, and buffer residential neighborhoods of all densities from the effects of vehicle traffic.	
HAZARDS AND HAZARDOUS MATERIALS	
COS 3.17 Environmental Mitigation. Encourage and, where possible, require that substantial modifications of a floodplain be designed to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: 1. Stream scour 2. Erosion protection and sedimentation 3. Wildlife habitat and linkages 4. Groundwater recharge capability 5. Adjacent property 6. Designed to achieve a natural effect. Examples could include soft riparian bottoms, riparian corridors within the floodway, and gentle and modulating bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with California native plants to the maximum extent possible. A site-specific hydrologic study may be required.	**Consistent.** As detailed in Section 4.9, *Hydrology and Water Quality,* the Project is not located in a Special Flood Hazard Area (100-year floodplain) designated by FEMA,
LUE 5.55 ALUP Compliance. Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in Appendix 4.0, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.	**Consistent:** According to Airport Land Use Commission (ALUC) Development Review File No. ZAP1038FL22 consistency letter dated September 12, 2022, it was determined that the Project is consistent with the *Flabob Airport Land Use Compatibility* with respect to all issues potentially affecting flight operations and noise exposure. and would not pose an obstruction to air navigation.
LUE 5.58 Consistency Requirement. Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Compatibility Plan as set forth in Appendix A-4.0, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.	**Consistent:** Refer to the analysis for Policy LUE 5.55.
LUE 5.62 Bird-attracting Uses. In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations	**Consistent:** Refer to the analysis for Policy LUE 5.62.

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adjacent to airports (Applies to Flabob and Riverside Municipal Airports Overlay).	
LUE 5.63 Encroachment. Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	**Consistent:** Refer to the analysis for Policy LUE 5.63.
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:** Per Section 2.6.2, Access and Circulation, of the Specific Plan, the internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards.
COS 3.3 Water Quality. Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.	**Consistent:** As required by Section 2.11.3, *Storm Water Drainage*, of the Specific Plan, all projects proposing construction activities including clearing, grading, or excavation that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater, shall obtain the appropriate National Pollutant Discharge Elimination System (NPDES) construction permit and pay the appropriate fees. All developments within the Specific Plan Area shall be subject to requirements adopted by the City to implement the NPDES program. Mitigation measures may include, but are not limited to; on-site retention; covered storage of all outside storage facilities; vegetated swales; and monitoring programs.
COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.	**Consistent:** Refer to the analysis for Policy 3.3.
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.
HC 4.10 Health Risk Assessment. Require the preparation of a Health Risk Assessment for large development projects and projects involving the use, storage, or distribution of hazardous substances.	**Consistent:** As detailed in Section 4.8, *Hazards and Hazardous Materials*, commercial and industrial tenants of the proposed Project would comply with requirements of the RCDEH respecting Hazardous Materials Business Plans, California Accidental Release Program, underground storage tanks, aboveground petroleum storage tanks, and hazardous waste generators. Tenants would provide records of types and amounts of hazardous materials used, containment and cleanup procedures, procedures for notifying the appropriate authorities in the event of a hazardous materials release requiring first-responder assistance, and procedures for emergency evacuation and for notifying neighbors.
LAND USE AND PLANNING	
HE 4.3 Neighborhood Integration. New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct,	**Consistent:** As detailed in Section 2.6.2, *Access and Internal Circulation, of the Specific Plan*, the internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone

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convenient, and safe access to adjacent neighborhoods, schools, parks and shopping.	infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards.
LUE 3.5 Residential Compatibility. Commercial uses abutting residential properties shall be designed to protect the residential use from the impacts of noise, vibration, light, fumes, odors, vehicular traffic, parking, and safety hazards.	**Consistent**. Section 3.3, *Development Standards*, of the Specific Plan, sets forth standards to control the physical dimensions and location of structures, and site improvements amongst the various land use areas to implement the Specific Plan Guiding Principles and Project Objectives and establish well-designed development projects within the Specific Plan Area that work in harmony with each other and minimize potential impacts to residential uses within the Specific Plan Area as well as adjacent sensitive uses.
UE 7.8 Environmentally Sensitive Areas. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	**Consistent:** As detailed in: Section 4.3, *Biological Resources*, impacts to sensitive habitats and species have been avoided or mitigated*; Section 4.4 Geology and Soils,* seismic hazards are not present on the site that require mitigation beyond mandatory requirements per the Building Code; Section 4.9*, Hydrology and Water Quality,* the Project is not at risk from flood hazards.
LUE 3.11 Environmental Compatibility and Quality. Require commercial districts and uses to be compatible with their environmental setting, promote City environmental goals, and be designed and operated to avoid or mitigate environmental impacts.	**Consistent:** With adherence to the Plans Policies and Programs (PPPs) Project Design Features (PDFs) and mitigation measures identified in this EIR, impacts are avoided or mitigated.
LUE 3.13 Commercial Trucks. Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.	**Consistent:** As detailed in Section 2.6.3, *Truck Circulation*, of the Specific Plan, the Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways.
LUE 4.8 Impact Mitigation of New Public Facilities. Planning and development of new public facilities, such as public buildings, utility transmission lines (water, sewer, communications and power), roads, bridges, storage and equipment yards, and flood control channels, shall avoid adverse impacts to prime residential or commercial properties, or areas with residential and commercial development potential, and shall not adversely affect the character and quality of life in the City's residential neighborhoods.	**Consistent**: The construction/installation of water, sanitary sewer, storm water drainage, dry utilities (i.e., electricity, natural gas, communications, etc.), and public facilities are subject to Section 3.0 *Land Use and Development Standards* of the Specific Plan, which establishes land use and development standards to establish the desired physical form and identity of the built environment suitable for each land use.
LUE 8.1 Land Use Compatibility. Require land to be developed and used in accordance with the General Plan, specific plans, and community	**Consistent:** The Project is a Specific Plan. Consistency with General Plan policies for purposes of avoiding or minimizing an environmental effect is demonstrated in this Table 4.10-2

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and town center plans to ensure compatibility and minimize impacts.	*General Plan Consistency Analysis.* Additionally, Appendix A-General Plan Consistency of the Specific Plan details the consistency of the Specific Plan with the applicable goals and policies of the Jurupa Valley General Plan.
LUE 8.4 Buffering. Require buffering between urban uses and adjacent rural/equestrian oriented land uses to the maximum extent feasible. New development shall be responsible for providing the buffering on its own site or off-site, where appropriate, and acceptable to affected property owners.	**Consistent:** According to General Plan Figure 2-16: *Land Use Overlays*, the Project site is not located within the Equestrian Lifestyle Protection Overlay zone and the surrounding properties are not designated/zoned for rural development. Notwithstanding, Sections 3.0, *Development Standards*, and Section 4.0, *Design Guidelines*, sets forth requirements for buffering impacts from the proposed development of the Specific Plan on adjacent properties.
LUE 11.10 Residential Compatibility. Require non-residential uses to be designed so that site and building entries, driveways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.	**Consistent**. Refer to the analysis for Policy LUE 3.5.
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.	**Consistent:** Section 3.6, *Landscaping Requirements,* sets forth standards for landscaping requirements, inclusive of applicable irrigation requirement. These standards are to be used in conjunction with JVMC Chapter 9.282.050 (Water Efficient Landscape Design Requirements). All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan.
LUE 11.12 Natural Features. Require development projects, including public projects, utilities, and earthworks/ grading, to protect and preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.	**Consistent.** As discussed in Section 4.1, Aesthetics, there is no unique natural terrain, rocky outcrops, or ridgelines on the Project site. As discussed in Section 4.3, Biological Resources, impacts to drainage ways, native vegetation, and mature trees have been avoided, minimized, or mitigated.
NOISE	
NE 1.1 Land Use/Noise Compatibility. Utilize the Land Use/Noise Compatibility Matrix, Figure 7-3, to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town	**Consistent**: As detailed in Section 4.12, *Noise*, 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 of General Plan Figure 7-3.

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center plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.	
NE 1.2 New Development and Stationary Noise Sources. New development of noise - sensitive land uses near existing stationary noise sources may be permitted only where their location or design allows the development to meet the standards listed in Figure 7 – 3.	**Consistent:** Refer to the analysis for General Plan Policy NE 1.1.
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:** Refer to the analysis for General Plan Policy NE 1.1.
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:** In the event a future Project exceeds the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix, Mitigation Measure NOI-2, *Stationary Source Operational Noise Reduction Plan,* will be imposed.
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 detailed in Section 4.12, *Noise*, Mitigation Measure NOI-2, Stationary Source Operational Noise Reduction Plan, requires any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls).
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.	**Consistent:** The Project included preparation of *Acoustical Assessment*, *The District at Jurupa Valley Specific Plan, City of Jurupa Valley, California, p*repared by Kimley-Horn and Associates, Inc., May 2023. The Acoustical analysis included mitigation measures that address noise impacts during both construction and operation of the Project that reduce any impacts to noise sensitive land uses.
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	**Consistent:** As required by Mitigation Measure NOI-2, *Stationary Source Operational Noise Reduction Plan,* any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques

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be regulated in the Zoning Ordinance as a commercial use.	and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls).
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 required by Mitigation Measure NOI-1, *Construction Noise Mitigation Plan*, prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement measures to limit construction-related noise.
NE 3.6 Commercial Truck Idling. Restrict truck idling near noise sensitive receptors.	**Consistent:** As required by Mitigation Measure NOI-2, *Stationary Source Operational Noise Reduction Plan*, any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. Additionally, Mitigation Measure AQ-8 limits truck idling to five minutes, consistent with State law.
NE 3.7 Automobile-Oriented Uses. Require that parking structures, terminals, drive-through restaurants, automobile sales and repair, fueling stations, mini-marts, car washes, and similar automobile-oriented uses be sited and designed to minimize potential noise impacts on adjacent land uses.	**Consistent:** As required by Mitigation Measure NOI-2, *Stationary Source Operational Noise Reduction Plan*, any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval.
NE 3.8 Entertainment Uses. Minimize the generation of excessive noise from entertainment and restaurant/bar establishments into adjacent residential or noise sensitive uses.	**Consistent:** Refer to the analysis for Policy NE 3.7.
NE 4.2 Vibration Producing Land Uses. Avoid the placement of vibration-producing land uses adjacent to or within one quarter mile of sensitive receptors.	**Consistent:** The operation of the Specific Plan would not include any substantial long-term vibration sources.
NE 4.3 Truck Idling. Restrict truck idling near sensitive vibration receptors.	**Consistent:** As detailed in Section 4.12, *Noise*, truck idling is not expected to exceed vibration thresholds. Notwithstanding, MM NOI-2, requires preparation of a Construction Vibration Monitoring Plan which would ensure that these vibration level impacts generated by future development projects would be reduced to a less than significant impact.
POPULATION AND HOUSING	
HE 2.1 Retain Housing. Where feasible and appropriate, older, sound housing should be retained, rehabilitated, and maintained as a	**Consistent:** There are 11 housing units on site, seven of which would be demolished during site clearance. Based on the average household size in the City of Jurupa Valley of 3.71 persons, the

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significant part of the City's affordable housing stock, rather than demolishing it. Demolition of non-historic housing may be permitted where conservation of existing housing would preclude the achievement of other housing objectives or adopted City goals.	seven units to be demolished are estimated to house 26 persons. The Project proposes the development of a net increase of 1,192 housing units, over 100 times the number of units that would be demolished.
CSSF 2.23 Review of Development Proposals. Involve the school districts in the review of large residential development proposals to ensure that adequate schools are provided without affecting existing facilities.	**Consistent:** As discussed in Section 3.0, the Project does not propose a large residential development and will not impact existing school facilities.
COS 8.6 Provision of Recreation Facilities. Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions.	**Consistent:** The Project proposes the construction of 1,192 new residential units including the dedication and construction of 11.1 acres of new parkland on-site. In addition, the new residential development will include on-site recreational amenities for the occupants as required by the Specific Plan and City's Development Code.
PUBLIC SERVICES	
The physical impacts as a result of expanding or constructing new or altered public service facilities is addressed under the other environmental topics in this table as applicable.	
RECREATION	
The physical impacts as a result of expanding or constructing new or altered recreation facilities is addressed under the other environmental topics in this table as applicable.	
TRANSPORTATION	
LUE 10.4 Street and Trail Connectivity. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.	**Consistent**: Section 2.6, *Circulation Plan,* of the Specific Plan is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards. The major components of the Plan include, but are not limited to: • Minimizing the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. • Providing Multi-use pedestrian trails and bike paths/lanes as a means of connecting residents and employees with the various land uses in the Specific Plan Area. The multi-

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	use pedestrian trail is strategically aligned with the bus stop placement of proposed and relocated stops to allow for greater community access to the public amenities. The Specific Plan accommodates on-street and off-street trail facilities using multiple materials that align with the intended use.
LUE 10.5 Residential/Commercial Connectivity. Maintain and/or provide connectivity between residential and commercial developments where appropriate.	**Consistent:** Refer to the analysis for Policy LUE 10.4.
ME 2.3 Development Project Impacts. Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than significant levels.	**Consistent:** As detailed in Section 4.16, *Transportation*, a Vehicle Miles Traveled Analysis was prepared in accordance with changes to CEQA guidelines as a replacement to LOS as the measurement for identifying transportation impacts for land use projects pursuant to SB743.
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:** Refer to the analysis for Policy ME 2.3.
ME 2.16 Traffic Impacts. Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.	**Consistent:** Refer to the analysis for Policy ME 2.3.
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**: Refer to analysis for Policy LUE 10.4
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:** Refer to analysis for Policy LUE 10.4
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:** Refer to the analysis for Policy LUE 10.4. Additionally, compliance with ADA requirements is mandated by the Building Code.
ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification	**Consistent:** Refer to the analysis for Policy LUE 10.4.

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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.	
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 parking, car sharing vehicles, on-site food service and exercise facilities.	**Consistent:** As detailed in Section 4.16, *Transportation*, Mitigation Measure MM TRANS-1, Transportation Demand Management, prior to recordation of the Final Map, the Property Owner shall provide assurances that the transportation demand management measures described in the mitigation measure will be perpetually implemented, regardless of property ownership, and a mechanism for informing subsequent property owners of the transportation demand management plan requirements.
TRIBAL CULTURAL RESOURCES	
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:** As detailed in Section 4.17, *Tribal Cultural Resources*, the City conducted government-to-government consultation with the Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. As a result of the consultation process, the following mitigation measures are included in the EIR: • MM CUL-1 Cultural Resources Monitoring Program (CRMP) requires the identification of the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources and includes tribal monitoring. • MM CUL-2 Treatment Plan. A Treatment Plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. • MM TCR -1 requires preservation in place for tribal cultural resources or reburial.
UTILITIES AND SERVICE SYSTEMS	
CSSF 2.60 Waste Reduction. Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.	**Consistent:** City of Jurupa Valley General Plan Policy CSSF 2.67, *Waste Diversion,* mandates at least the minimum construction and demolition waste diversion requirement of 75 percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid waste disposal would be less than significant.
CSSF 2.61 Waste Management. Encourage new development to employ construction waste management techniques to divert construction materials and debris away from the landfills.	**Consistent:** As required under AB 939, at least 50 percent of the Project's waste will be diverted from landfills. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or show a plan to transform or divert their waste.

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CSSF 2.66 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.	**Consistent:** City of Jurupa Valley General Plan Policy CSSF 2.67, *Waste Diversion,* mandates at least the minimum construction and demolition waste diversion requirement of 75 percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid waste disposal would be less than significant.
LUE 2.3 Infrastructure. Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses. Applies to Residential.	**Consistent:** Section 2.11, *Infrastructure and Utility Plan,* identifies the infrastructure, utilities, and public services and facilities provided to the Specific Plan area. The components of the Infrastructure and Utility Plan are water, sanitary sewer, storm water drainage, dry utilities (i.e., electricity, natural gas, communications, etc.), and public services and facilities (law enforcement, fire, and trash collection). Implementation of the Plan will ensure that infrastructure and utilities are available to serve the Project as development occurs.
LUE 3.6 Infrastructure. Require that new commercial development provide adequate parking, transportation facilities and utilities, including sidewalks and trails, street trees, water resources, sewer and storm water facilities , and other utilities to serve new businesses in addition to meeting the needs of existing residents and businesses. Applies to Commercial, Industrial, and Business Park.	**Consistent:** Refer to the analysis for Policy LUE 2.3.
LUE 12.1 Service Capacity. Ensure that development does not exceed the City's or the community services districts' or special 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:** Refer to the analysis for Policy LUE 2.3.
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 detailed in Section 4.18, *Utilities and Service Systems*, the Project has been reviewed for consistency with the Rubidoux Community Services District's 2020 Urban Water Management Plan.
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.	**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 measures. Therefore, the Project is consistent with General Plan Policy CSSF 1.23.

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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.	
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.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal)

As a metropolitan planning organization, the Southern California Association of Governments (SCAG), is responsible for developing long-range transportation plans and a sustainability strategy for a vast and varied region. The centerpiece of that planning work is Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The plan charts a path toward a more mobile, sustainable and prosperous region by making key connections: between transportation networks, between planning strategies and between the people whose collaboration can make plans a reality. *Connect SoCal* is an important planning document for the SCAG region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding.

Additionally, California Senate Bill 375, codified in 2008 in Government Code §65080 (b)(2)(B), also requires that the RTP include a sustainable communities strategy or "SCS", which outlines growth strategies for land use and transportation and help reduce the state's greenhouse gas emissions from cars and light duty trucks. **Table 4.10-3**

CONSISTENCY ANALYSIS WITH RTP/SCS

Applicable SCS Strategies	Project Consistency
RTP/SCS Goals	
1. Encourage regional economic prosperity and global competitiveness	**Consistent.** The proposed project would facilitate new housing, employment, educational, and

Applicable SCS Strategies	Project Consistency
	recreational opportunities while also providing essential infrastructure. This would promote regional economic prosperity through new capital investment, expansion of the tax base, and the creation of new jobs.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	**Consistent.** The Circulation Plan, provides new roadways and streets to accommodate traffic generated by the anticipated uses as well as facilitate internal vehicular access to the surrounding areas.
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 allows development of industrial warehouse uses, 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 emissions and improve air quality	**Consistent:** By implementing the measures under the *Local Jurisdictions' Land Use Policies/Best Practices* section of this table, the Project promotes the reduction of greenhouse gas emissions and improves air quality.
6. Support healthy and equitable communities	**Consistent.** The Project proposes healthy communities' components including pedestrian paths and bicycle trails.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network	**Consistent**. Project greenhouse gas emissions impacts were determined to be significant and unavoidable.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Inapplicable.** The Project does not propose new transportation technologies.

Applicable SCS Strategies	Project Consistency
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	**Consistent.** The Project proposes development of housing including single-family and multifamily units. The Project site is in an area supported by multiple transportation options including roadways; Riverside Transportation Agency Bus Route 29; and the Santa Ana River Trail.
10. Promote conservation of natural and agricultural lands and restoration of habitats	**Inapplicable.** Project development would involve development of mostly vacant land previously used as farmland. The Project site is not native habitat or natural landscape.
SCS Strategies	
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations	**Consistent.** See the response to Goal 6 above.
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	**Consistent.** Project operation is expected to generate 3,243 jobs; the Project proposes development of 1,192 residential units. The Project would have a neutral impact on jobs-housing balance: the City of Jurupa Valley is expected to have a jobs-housing balance of 1.50 in 2035 and 1.55 in 2035 with-project conditions; both values are within the range considered as balanced.
Plan for growth near transit investments and support implementation of first/last mile strategies	**Consistent.** See response to Goal 6 above.
Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses	**Inapplicable.** The Project does not propose redevelopment.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	**Consistent.** The Project would be an infill development on underutilized land in a largely urbanized portion of Jurupa Valley and close to downtown Riverside.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	**Consistent.** See the response to Goal 9 above. The Project proposes a mix of land uses in an area with multiple transportation modes available.
Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Consistent.** Off-street parking prescribed by the proposed Project does not exceed that required under City of Jurupa Valley Municipal Code Section 9.240.120. The Project does not propose shared parking or smart parking.
Promote Diverse Housing Choices	
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing	**Consistent.** Three of the four strategies listed are policy initiatives inapplicable to an individual development project. The City's RHNA Allocation determined that there is a need for 4,497 housing units in order to meet the City's housing needs. The proposed Project would provide a net increase of 1,192 housing units, which would help to support the housing needs of the City consistent with the City's RHNA Allocation.

Applicable SCS Strategies	Project Consistency
development that supports reduction of greenhouse gas emissions	
Leverage Technology Innovations	
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology such as telework and telemedicine, as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent.** The Project does not propose car sharing and bike sharing. The Western Riverside County Council of Governments (WRCOG) Climate Action Plan (CAP) sets forth policies and measures supporting electric vehicle infrastructure and neighborhood electric vehicles. Provision of technology such as telework and telemedicine would be under the control of future residential owners, not the applicant. The Project does not propose a micro-power grid.
Support Implementation of Sustainability Policies	
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Inapplicable.** The strategies are policy initiatives inapplicable to an individual development project.
Promote a Green Region	
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards	**Consistent.** See response to Goal 7.

Applicable SCS Strategies	Project Consistency
• Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration	**Inapplicable.** The strategy is a policy initiative inapplicable to an individual development project.
• Integrate local food production into the regional landscape	**Inapplicable.** The proposed Project would not integrate local food production.
• Promote more resource efficient development focused on conservation, recycling and reclamation	**Inapplicable.** The strategy is a policy initiative inapplicable to an individual development project.
• Preserve, enhance and restore regional wildlife connectivity	**Inapplicable.** The Project site is not a regional wildlife corridor or a nursery site.
• Reduce consumption of resource areas, including agricultural land	**Inapplicable.** The Project site is not agricultural land.
• Identify ways to improve access to public park space	**Consistent.** The Project includes 11.1 acres of proposed parks and open space, and is opposite the Santa Ana River from two City of Riverside parks and the Santa Ana River Trail.
Local Jurisdictions' Land Use Policies/Best Practices	
PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: • include TDM mitigation requirements for new developments; • incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; • provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; • parking management programs, such as parking cash-out, priority parking for carpools and vanpools;	**Consistent:** As required by Mitigation Measure TRANS-1: Transportation Demand Management Program, the Project shall provide assurances that the transportation demand management measures consistent with the measures identified in the Connect SoCal Plan.

Applicable SCS Strategies	Project Consistency
• develop TDM-specific performance measures to evaluate project-specific and system-wide performance; • incorporate TDM performance measures in the decision-making process for identifying transportation investments • implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and • set aside funding for TDM initiatives. • The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	

Sources: SCAG, 2020a
RTP/SCS Goals are set forth in Chapter 1, *About the Plan*.
SCS Strategies are set forth in Chapter 3, *A Path to Greater Access, Mobility & Sustainability.*

Level of Significance Before Mitigation: As shown above in **Tables 4.10-3** through **4.10-5**, project development would not conflict with relevant policies of the City of Jurupa Valley General Plan or the SCAG RTP/SCS, and impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

4.10.7 Cumulative Impacts

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 shown on Table 4.0-2 – *Cumulative Development Land Use Summary.*

As discussed under Threshold a, the Project site is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses. Because the Project site is bordered by SR-60 to the north, 34th Street and existing residences to the south, the Santa Ana River to the east and Rubidoux Boulevard to the west, it is essentially an infill development site. Therefore, the Project will not divide an established community and there will be **no impact**.

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 plans, policies, or regulations. 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

Minerals are naturally occurring chemical elements or compounds, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (California Public Resources Code Section, 2005).

4.11.1 Existing Conditions

San Bernardino Production-Consumption Region

The Project site is in the San Bernardino Production-Consumption (P-C) Region that spans much of the parts of the Upper Santa Ana River Valley in San Bernardino and Riverside counties and most of the San Jacinto Basin in Riverside County.

Aggregate Production, Reserves, and Resources

Total production of Portland Cement Concrete (PCC)-grade aggregate—that is, the grade most commonly used in construction—in the San Bernardino P-C Region in 2006, the latest year for which data are available, was approximately 19.7 million tons (CGS, 2008).

Reserves are aggregate that has been determined to be acceptable for commercial use; they are in properties owned or leased by aggregate producing companies, and for which permits have been issued allowing mining and processing of the material. PCC-grade aggregate reserves in the San Bernardino P-C region were estimated at 287 million tons in 2008. In 2008 those reserves were estimated to be depleted in 2024, given forecast consumption rates (CGS, 2008).

Resources include reserves and all of the potentially usable aggregate materials that may be mined in the future, but for which no permit allowing mining has been issued, or for which marketability has not yet been established. PCC-grade aggregate resources in the San Bernardino P-C region were estimated at approximately 6 billion tons in 2008 (CGS, 2008).

Oil and Gas

Two oil and gas fields – the Prado-Corona Field and part of the Mahala Field – are present in Riverside County, both next to the west County boundary; the balance of the Mahala Field is in San Bernardino County. Both of those fields are near the City of Corona; no fields are in the City of Jurupa Valley and as such there are no oil and gas wells in close proximity to the Project. (CalGEM, 2022). Oil production in Riverside County in 2019, the latest year for which data are available, was 8,181 barrels. Natural gas production in 2019 was approximately 27 million cubic feet (CalGEM, 2020). All oil and natural gas production was from the Mahala Field.

City of Jurupa Valley

Mines

Four mines are mapped in the City of Jurupa Valley on *Mines Online*, the database maintained by the Division of Mine Reclamation.

- Crestmore Quarry, north of the Project site, produced quartz crystals and is closed.

- Pacific Ridge Industrial Park (River View Pit), a sand and gravel mine north of the Project site, appears in aerial photos to have been closed and the land reclaimed.

- Avalon Mine is listed as an open pit sand and gravel mine north of the Project site. No open pit mine is visible at this location in Google Maps satellite view, but a sand supplier operates very close to the indicated location of the mine.

- Quality Aggregates Inc. open pit sand and gravel mine, northwest of the Project site, is operational.

Mineral Resource Sectors

Sectors are areas that have been classified as Mineral Resource Zone 2 (MRZ-2) by the State Geologist, and that have current land uses deemed compatible with potential mining – such as non-urbanized land and land used for agriculture, grazing, or open space – by the SMGB.

Sectors E-20 and E-22 are within the Project site, as shown on **Figure 4.11-1**. Sector E-20 encompasses 37.6 acres in the east half of the site; PCC-grade aggregate resources were estimated at 5.3 million tons in 2008. Sector E-22 encompasses 41.3 acres in the southeast quadrant of the site; PCC-grade aggregate resources were estimated at 6.1 million tons in 2008. No PCC-grade aggregate reserves were identified in either sector (CGS, 2008).

Sector E-19 is in the Santa Ana River next to the east site boundary. Sector E-24 is partly in the Santa Ana River south of Sector E-19, and partly south of both the Project site and Flabob Airport. Most of the part of Sector E-24 south of Flabob Airport is mapped as lost to land uses incompatible with mining.

The remaining sectors in the City of Jurupa Valley, Sectors D-2 (part) and D-4 through D-6, are in the northwest part of the City; all are mapped as lost to land uses incompatible with mining (CGS, 2008).

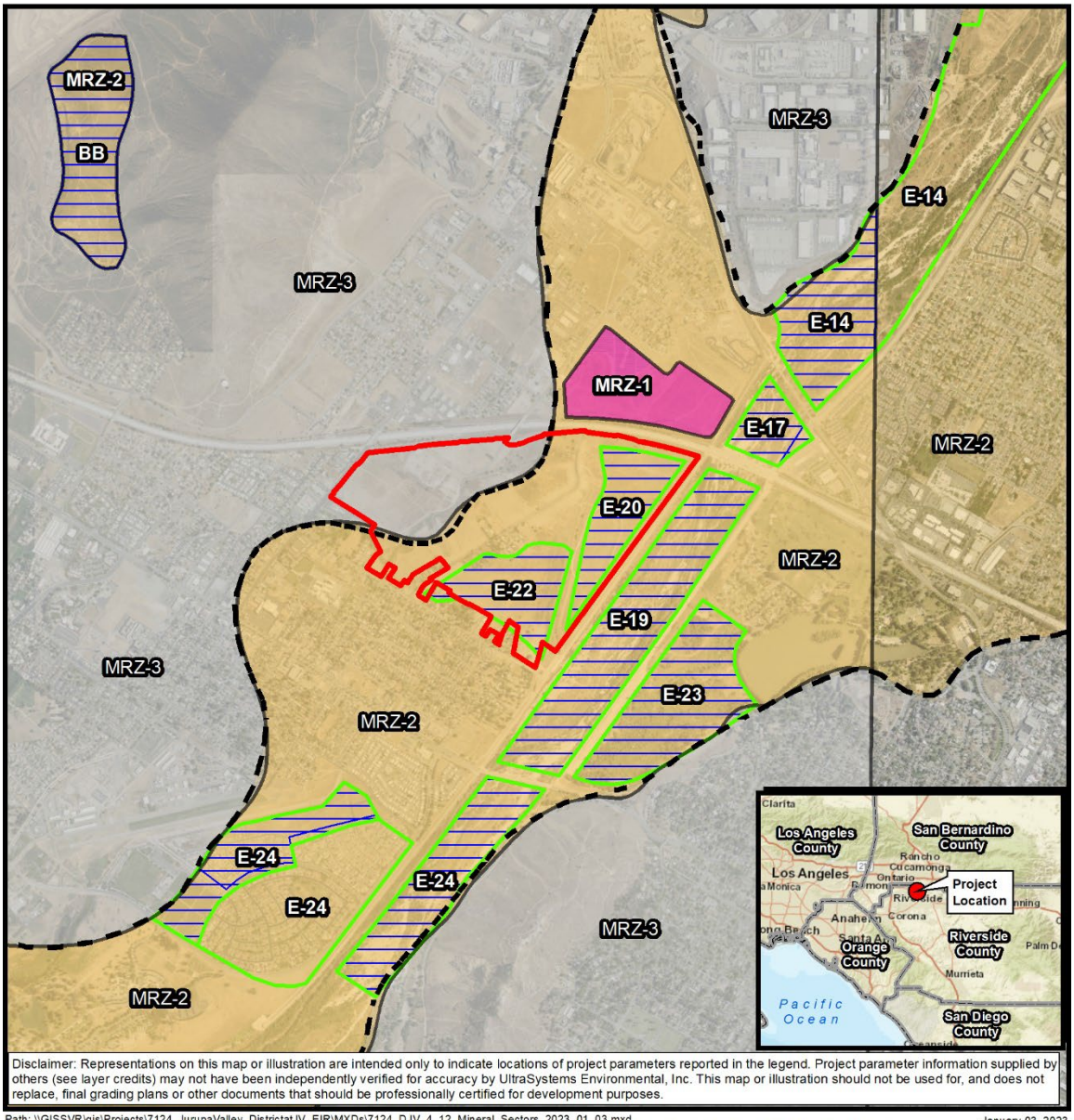
Project Site

The Project site is in MRZ-2, indicating that significant mineral resources are present or considered likely to be present (CGS, 2008); see **Figure 4.11-1**. Sectors E-20 and E-22 are in the east half of the Project site. However, commitments of land for development – such as approved tracts or specific plans – restrict the accessibility of such land for mining (CGS, 2008b). Mining is prohibited onsite under the existing Emerald Meadows Ranch Specific Plan.

4.11.2 Notice of Preparation/Scoping Comments

No comments on Project impacts on mineral resources or mines were received during the EIR scoping phase.

Figure 4.11-1
MINERAL RESOURCE ZONES AND SECTORS



4.11.3 Regulatory Framework

Surface Mining and Reclamation Act: California Public Resources Code §§ 2710 et seq.

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary law regulating mining in the State. It delegates specific regulatory authority to local jurisdictions. The act requires the State Geologist (i.e., California Geological Survey) to identify important mineral deposits in the state threatened by land uses that would be incompatible with future extraction and classify them into mineral resource zones. Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at identified sites and to incorporate mineral resource management policies (MRMPs) into their general plans.

State Mining & Geology Board

The State Mining and Geology Board (SMGB) provides professional expertise and serves as a regulatory, policy and hearing body representing the state's interest in the development, utilization and conservation of mineral resources, the reclamation of mined lands, and the development and dissemination of geologic and seismic hazard information. The nine-member SMGB operates within the Department of Conservation and is granted certain autonomous responsibilities and obligations under several statutes, including the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic Hazards Mapping Act, and the Surface Mining and Reclamation Act.

Division of Mine Reclamation

The Division of Mine Reclamation (DMR) oversees local governments in administering SMARA. DMR may provide comments to lead agencies on a mining operation's reclamation plan and financial assurance and, jointly with SMGB, is charged with encouraging SMARA compliance. The primary focus is on existing mining operations and reclaiming mined lands to a usable and safe condition for subsequent land uses. Issues related to abandoned legacy mines are addressed in the Abandoned Mine Lands program.

California Geological Survey

The California Geological Survey (CGS) provides objective geologic expertise and information about California's nonfuel mineral resources, including their related hazards, through maps and reports to assist governmental agencies, mining companies, consultants, and the public in recognizing, developing, and protecting important mineral resources.

Division of Oil, Gas, and Geothermal Resources

The Division of Oil, Gas, and Geothermal Resources (DOGGR) oversees the drilling, operation, maintenance and plugging and abandonment of oil, natural gas and geothermal wells in order to protect the environment, prevent pollution and ensure public safety. All California oil and gas wells (development and prospect wells), enhanced-recovery wells, water-disposal wells, service wells (i.e., structure, observation, temperature observation wells), core-holes, and gas-storage wells, onshore and offshore (within three nautical miles of the coastline), located on state and private lands, are permitted, drilled, operated, maintained, plugged and abandoned under requirements and procedures administered by DOGGR.

City of Jurupa Valley General Plan

Approximately 301 acres are designated in the City of Jurupa Valley General Plan as Open Space – Mineral Resources; this land permits mineral extraction and processing and may be held in reserve for future mineral extraction and processing. The specific policies outlined in the City's General Plan that are related to minerals and that apply to the proposed Project are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

4.11.4 Methodology

The methodology used for this section consisted of determining what Mineral Resource Zone and Mineral Resource Sector the Project site is mapped in by the CGS; locating mines in the City of Jurupa Valley mapped by the DMR; locating oil and gas wells mapped by the DOGGR; and identifying mineral resource areas in the City of Jurupa Valley referenced in the City's General Plan.

4.11.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA* Environmental *Review Guidelines and Thresholds of Significance,* August 20, 2020, sets forth the following significance thresholds and criteria for mineral resources impacts. The Project would have a significant impact related to 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.

Under the City's local significance threshold, the project would have significant effects if: The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Fig1,1re 4-16-jurupa Valley Mineral Resources.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Under the City's local significance threshold, the project would have significant effects if: The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan..

4.11.6 Environmental 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 and the residents of the state?

Under the City's local significance threshold, the project would have significant effects if: The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Fig1,1re 4-16-jurupa Valley Mineral Resources

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies and Programs (PPPs)

No plans, policies, or programs apply to Project impacts on mineral resources.

Project Design Features (PDFs)

No Project design features apply to Project impacts on mineral resources.

A.2 Impact Analysis

The Project site contains two mineral resource sectors, E-20 and E-22, which combined span approximately 79 acres in the eastern half of the Project site. The CGS acknowledges that commitments of land for development, such as specific plans, constrain the availability of that land for mining (SMGB, 2004, p. 7). Mining is prohibited onsite under the existing Emerald Meadows Ranch Specific Plan and would also be prohibited under the proposed Specific Plan. Because Mining is not permitted under either the existing Specific Plan or Project, there is no loss of a mineral resource and development of the Project on mineral resources would be less than significant.

Level of Significance Before Mitigation: Project impacts on availability of mineral resources would be less than significant.

A.3 Mitigation Measures

Mitigation is not required.

A.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold b): Would project development cause 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?

Under the City's local significance threshold, the project would have significant effects if: The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies and Programs (PPPs)

No plans, policies, or programs apply to Project impacts on mineral resources.

Project Design Features (PDFs)

No project design features apply to Project impacts on mineral resources.

B.2 Impact Analysis

No mine is identified on or next to the Project site in the City's General Plan, Specific Plan, or other Land Use Plans, and the Project site is not designated Open Space – Mineral Resources in the General

Plan which allow for mineral extraction and processing facilities (City of Jurupa Valley, 2017, p. 2-28). Development of the Project would not cause a loss of availability of a mining site delineated in the City's General Plan and impacts would be less than significant.

Level of Significance Before Mitigation: Impacts on availability of mining sites would be less than significant.

B.3 Mitigation Measures

Mitigation is not required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

4.11.7 Cumulative Impacts

The geographic area considered for cumulative impacts is the San Bernardino Production-Consumption Region (Region), which spans most of the Upper Santa Ana River Valley in southwest San Bernardino County and the northwest corner of Riverside County, and most of the San Jacinto Basin in western Riverside County. Mineral resource sectors in the Region total approximately 22,293 acres containing approximately six billion tons of aggregate resources and 287 million tons of reserves. (CGS, 2008a).

As population increases in the region, greater demand will be placed on aggregate and other mineral resources, especially sand and gravel. Similarly, development pressures in areas where these materials are known or expected to occur would cause the loss of availability of some of these mineral resources. The anticipated consumption of aggregate in the San Bernardino Production-Consumption Region from 2007 through the year 2057 is estimated to be 1,131 million tons, of which 735 million tons must be PCC quality. There remains an estimated 5,986 million tons of unpermitted PCC-grade aggregate resources in the San Bernardino Production-Consumption Region (CGS, 2008a).

Mineral resource development within the San Bernardino Production-Consumption Region will be conducted in accordance with SMARA, which requires all cities and counties to incorporate into their General Plans the mapped designations approved by the State Mining Board. Both Riverside County's and the City's General Plan policies require future development to coordinate carefully between proposed mining and existing development, or between existing mining and proposed development. These policies would ensure that the cumulative impacts on availability of mineral resources within the City would be less than significant.

The proposed Project's impacts on availability of mineral resources would not be cumulatively considerable because there are no available resources on the Project site as discussed in greater detail above.

4.12 Noise

Overview

This section analyzes the potential impacts from noise and vibration that would result from project construction and operation, and includes a discussion of the characteristics of sound and groundborne vibration as well as regulations, standards, and plans for controlling noise and vibration exposures. The section identifies sensitive noise receivers surrounding the Project site, and presents the results of ambient noise sampling at six nearby noise sensitive receivers. Short-term (construction) noise and vibration exposure estimates are quantified, and a qualitative discussion of operational impacts is presented with recommendations for mitigation measures for noise generated by project construction and operations. Finally, cumulative noise impacts are discussed. This section is based on the *Acoustical Assessment- The District at Jurupa Valley Specific Plan* completed by Kimley-Horn in May 2023 (Kimley-Horn, 2023f). A complete copy of this assessment is included as **Appendix D18** to this DEIR.

Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as one minute, 15 minutes, one hour, or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.
- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. L_{max} is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-A-weighted decibel (dBA) "penalty" added to noise during the hours of 7:00 p.m. to

10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (ICF Jones & Stokes, 2009). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.

- L_{dn}, the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA "penalty" added to noise that occurs between 10:00 p.m. and 7:00 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

Groundborne Vibration

Vibration is sound radiated through the ground. Groundborne noise is the rumbling sound caused by the vibration of building interior surfaces. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second ("In/Sec")and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads.

4.12.1 Existing Conditions

Noise Sources

The City of Jurupa Valley is mostly urbanized. Transportation related noise is the primary noise source in the city. Other noise sources include noise generated from commercial, residential and recreational activities (Kimley-Horn, 2023f, p. 21). Existing traffic noise levels within the Project traffic study area range from 40.8 dBA CNEL to 66.0 dBA CNEL 100 feet from roadway centerlines.

Noise-Sensitive Receivers

Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The existing sensitive receivers that are nearest to the Project site are listed in **Table 4.12-1**. These receivers would be exposed to noise during project construction and operations.

Table 4.12-1
NEAREST EXISTING SENSITIVE RECEIVERS

Sensitive Land Use	Distance[a] and Direction from Project Site
Single-family Residential: NAP 1	Adjacent to the Project site
Single-family Residential: NAP 2	Adjacent to the Project site
Single-family Residential	Adjacent to the south and southwest
Single-family Residential	Approximately 110 feet to the west
Multi-family Residential	Approximately 110 feet to the west
Multi-family Residential	Approximately 200 feet to the south
Live Church of God in Christ	Adjacent to the south
New Century Baptist Church	Adjacent to the southeast
Mt. Calvary Missionary Baptist Church	Approximately 60 feet to the south
Life Church of God in Christ	Approximately 200 feet to the southwest
Ina Arbuckle Elementary School	Approximately 470 feet to the southwest
Fairmount Park	Approximately 2,300 feet to the east

Source: Distances measured *on Google Earth, 2022.*
[a] *Distances are from site boundary closest to property line of sensitive receiver; they are not the distances used for noise or vibration exposure calculations.*

Ambient Noise Levels

In order to characterize existing noise levels, Kimley-Horn conducted ambient noise sampling at six locations in the general project area including (ST-1) located near the single-family residences to the northwest, (ST-2) near the single-family residences within the Project boundary, (ST-4 & 5) near the single-family residences adjacent to the south and southwest; these are shown in **Figure 4.12-1**. **Table 4.12-2** lists the measurement points, sampling locations, and measurement results. The purpose of this noise monitoring was to obtain data on background noise in the Project area, so that the change in noise exposure due to the Project could be evaluated.

The samples were taken between 10:41 a.m. and 11:58 a.m. on Tuesday, April 26, 2022. The 10-minute L_{eq} values ranged from 51.8 to 68.5 dBA. The lowest of these values was measured at Point 3, which is located outside a single-family residence at 4725 Circle Lazy J Road in the City of Riverside east of the site. The highest value was measured on a vacant lot at 3259 Rubidoux Boulevard opposite Rubidoux Boulevard from the west site boundary.

Table 4.12-2
MEASURED AMBIENT NOISE LEVELS

Location	Sampling Location	10-Minute L_{eq} (dBA)
ST-11	2862 Razor Way, Jurupa Valley	68.3
ST-2	100 feet north of 2861 Wallace Street, Jurupa Valley	65.0
ST-3	4725 Circle Lazy J Road, Riverside	51.8
ST-4	5160 24th Street, Jurupa Valley	60.9
ST-5	5364-5400 34th Street, Jurupa Valley	59.5
ST-6	3259 Rubidoux Boulevard, Jurupa Valley	68.5

Source: Kimley-Horn, 2023f.

4.12.2 Notice of Preparation/Scoping Comments

No comments respecting noise or vibration were received during the scoping process.

4.12.3 Regulatory Framework

Federal

There are no relevant federal regulations that apply to the Project.

Figure 4.12-1
NOISE MONITORING LOCATIONS



Source: Kimley Horn, July 2022.

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District at Jurupa Valley
Noise Measurement Locations

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Local

City of Jurupa Valley General Plan

The City of Jurupa Valley General Plan Noise Element (City of Jurupa Valley, 2017) identifies policies to minimize the impacts of excessive noise levels throughout the City and establish noise level compatibility guidelines for all land uses (Kimley-Horn, 2023f, pp. 15-17). 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 the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

The goal of the Jurupa Valley General Plan (General Plan) Noise Element is to actively minimize the effects of noise and vibrations on sensitive receptors. In the Noise Element, the City of Jurupa Valley (City) describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons. To assist with meeting this goal, the City has adopted noise criteria for land use planning purposes, as shown in **Table 4.12-3**. These criteria set outdoor noise level standards that are normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable for a variety of land uses.

Table 4.12-3
LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Community Noise Exposure DNL or CNEL, dB											
	55		60		65		70		75		80	
Residential–Low Density Single-family, Duplex, Mobile Homes												

Land Use Category	Community Noise Exposure DNL or CNEL, dB											
	55		60		65		70		75		80	
Residential–Multi-family												
Transient Lodging–Motels, Hotels												
Schools, Libraries, Churches, Hospitals, Nursing Homes												
Auditoriums, Concert Halls, Amphitheaters												
Sports Arenas, Outdoor Spectator Sports												
Playgrounds, Neighborhood Parks												
Golf Courses, Riding Stables, Water Recreation, Cemeteries												
Office Buildings, Business Commercial and Professional												

Land Use Category	Community Noise Exposure DNL or CNEL, dB											
	55		60		65		70		75		80	
Industrial, Manufacturing, Utilities, Agriculture												

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development clearly should not be undertaken.

Source: City of Jurupa Valley. 2017. City of Jurupa Valley General Plan. January.

4.12.4 Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment as published by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Construction noise is assessed in dBA L_{eq}. This unit is appropriate because L_{eq} can be used to describe the noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise was estimated with the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receivers based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise).

Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Jurupa Valley has established daytime (80 dBA L_{eq}) and nighttime (70 dBA L_{eq}) construction noise thresholds for noise-sensitive receivers (Kimley-Horn, 2022f, p. 25).

Operations (Stationary)

The analysis of the "Without Project" and "With Project" noise environments is based on noise prediction modeling and empirical observations. Reference noise level data were used to estimate the Project's operational noise impacts from stationary sources. Noise levels collected from field

noise measurements and other published sources for similar types of activities were used to estimate noise levels expected with the project's stationary sources. The reference noise levels were used to represent a worst-case noise environment, as noise levels from stationary sources can vary throughout the day..

Traffic Noise

An analysis was conducted of the Project's effect on traffic noise conditions at offsite land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. Traffic data used in the model was obtained from the Traffic Impact Analysis (TIA) prepared for the Project (**Appendix D20.0 and D20.1**). The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered to be a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential groundborne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses. As shown in **Table 4.12-4**, the City has established 0.2 in/sec PPV as the vibration threshold.

4.12.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist***,** and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, set forth the following significance thresholds and criteria for noise impacts. The Project would have a significant impact related to 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.

Under the City's local significance threshold, the project would have significant effects if:

Construction:

1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise. Limit commercial construction activities adjacent to or 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 (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.; and

2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual,

Operational Noise (Stationary):

The project may have a significant impact if:

3) The project is inconsistent with General Plan Policy 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 of General Plan Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017, If the existing ambient noise levels in the project vicinity (as described in a noise study approved by the City), exceed the noise levels in General Plan Figure 7-3, the impact is significant and requires mitigation,

Operational Noise (Transportation):

4) A project may have a significant impact if traffic generated by the project would result in a noticeable increase in roadway noise in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

b) Generation of excessive groundborne vibration or groundborne noise levels.

Under the City's local significance threshold, the project would have significant effects if it: Creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.

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, exposure of people residing or working in the project area to excessive noise levels.

Under the City's local significance threshold, the project would have significant effects if: The project may have a significant impact if it generates aircraft noise that exposes people residing or working in the vicinity of a private airstrip or within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans.

The City's noise significance thresholds are based on the General Plan Noise Element as shown in Table 4.10-2, *General Plan Consistency Analysis*, above, and are summarized in Table 4.12-4 below.

Table 4.12-4
SUMMARY OF THE CITY'S NOISE AND VIBRATION SIGNIFICANCE THRESHOLDS

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site	Noise-Sensitive	If ambient < 65 dBA CNEL[1]	Project plus ambient > 65 dBA CNEL and a ≥ 3 dBA CNEL project increase	
	Non-Noise-Sensitive	If ambient < 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]	65 dBA L_{eq}	45 dBA L_{eq}
		If ambient > 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} project increase	
		Vibration Level Threshold[2]	0.2 in/sec PPV	
Construction	Noise-Sensitive	Limit construction activities adjacent to or 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 (e.g., grading, demolition, pile driving)[3]		
		Noise Level Threshold[2]	80 dBA L_{eq}	70 dBA L_{eq}
		Vibration Level Threshold[2]	0.2 in/sec PPV	

Notes: "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "PPV" = Peak Particle Velocity.

Sources:

[1] City of Jurupa Valley General Plan Noise Element Policy NE 1.5 and Figure 7-3 normally acceptable noise exposure.

[2] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).

[3] City of Jurupa Valley General Plan Policy NE 3.5.

4.12.6 Environmental Impact Analysis

Threshold a): Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Under the City's local significance threshold, the project would have significant effects if:

Construction:

1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise. Limit commercial construction activities adjacent to or 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 (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.; and

2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual,

Operational Noise (Stationary):

The project may have a significant impact if:

3) The project is inconsistent with General Plan Policy 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 of General Plan Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017, If the existing ambient noise levels in the project vicinity (as described in a noise study approved by the City), exceed the noise levels in General Plan Figure 7-3, the impact is significant and requires mitigation,

Operational Noise (Transportation):

4) A project may have a significant impact if traffic generated by the project would result in a noticeable increase in roadway noise in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

The following include existing regulatory requirements such as plans, policies, or programs, based on federal, state, or local law that apply to the Project and which effectively reduce or avoid impacts from noise. These requirements are also 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*, it shall be required 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*, commercial construction activities shall be limited within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and high noise-generating construction activities shall be limited to between 9:00 a.m. and 3:00 p.m.

Project Design Features (PDFs)

The proposed Project would include all applicable mandatory features pertaining to federal, State, and/or local noise regulations and standards. The Project does not include any specific project design features related to noise beyond those already required.

A.2 Impact Analysis

Construction Impacts

Based on the City's significance criteria, construction noise would result in a significant impact if the Project is inconsistent with General Plan Policy NE 3.5: Construction Noise, and construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual. Both conditions would need to be met to identify a potentially significant impact under the City's thresholds.

In addition, as stated in PPP 3.13-1 above, the proposed Project must comply with General Plan Policy NE 3.4 Construction Equipment, which requires all construction equipment to 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. Furthermore, as stated in PPP 4.13-2 above, the proposed Project must comply with General Plan Policy NE 3.5, Construction Noise, which limits commercial construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limits high noise-generating construction activities to between 9:00 a.m. and 3:00 p.m. To ensure compliance with these requirements, MM NOI-1 requires the construction contractor to designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would be responsible for responding to complaints and for identifying measures to correct any problem.

Development of the proposed Project is expected to result in construction activities within the planned area. Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

For future development projects, two types of short-term noise impacts would occur during site preparation and project construction. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the Project site. The transport of workers and construction equipment and materials to a development site would incrementally increase noise levels on access roads leading to the site. Typically, a doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels, which, as discussed in the characteristics of noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Individual development project's construction trips would not be expected to double the hourly or daily traffic volumes along roadway segments in the vicinity of a development site. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly or daily average traffic noise levels. Therefore, short-term

construction-related noise impacts associated with the transportation of workers and equipment to a development site would be less than significant.

For future development projects, the second type of short-term noise impact is related to noise generated during site preparation, grading, and construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Thus, the noise levels vary as construction progresses. Despite the variety in the types and sizes of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction noise ranges to be categorized by work phase. Table 4.12 -5 shows typical noise levels of construction equipment as measured at a distance of 50 feet from the operating equipment.

Table 4.12-5
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Grader, Dozer, Excavator, Scraper	85
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

***Source**: FTA Transit Noise and Vibration Impact Assessment Manual.*

The site preparation phase, which includes excavation and grading activities, generates the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Development projects that could occur with implementation of the proposed Project would be expected to require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. Based on the information provided in **Table 4.12-5** above, the maximum noise level generated by each scraper is assumed to be 85 dBA Lmax at 50 feet from this equipment. Each bulldozer would generate 85 dBA Lmax at 50 feet. The maximum noise level generated by graders is approximately 85 dBA Lmax at 50 feet. Each doubling of sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA Lmax at a distance of 50 feet from the acoustical center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA Leq. The acoustical center

reference is used because construction equipment must operate at some distance from one another on a Project site and the combined noise level as measured at a point equidistant from multiple sources operating simultaneously would represent the worst-case noise levels.

These reasonable worst-case construction noise levels would only occur during the site preparation phase of development. Such noise levels would attenuate at a rate of 6 dBA for every doubling of the distance from the operating equipment.

There are no site-specific development plans for the proposed Project; however, project development within the Project site could result in a relatively high single-event noise exposure potential, causing a substantial temporary increase that could exceed the City's significance criteria. an intermittent noise nuisance that could result in annoyance or sleep disturbances at nearby sensitive receptors.

Therefore, mitigation is required to reduce this potential impact. Implementation of mitigation requiring use of best management noise reduction techniques and practices and other site-specific noise reduction measures would ensure that construction noise would not result in sleep disturbances at nearby off-site sensitive receptors or expose persons to excessive noise levels limiting construction hours would ensure commercial construction activities would not occur outside the City's time periods for these activities. In addition, implementation of best management noise reduction measures and requiring implementation of temporary sound barriers with Sound Transmission Class (STC) of 25 or greater would ensure construction activities would also not exceed the FTA's threshold of 80 dBA Leq as measured at residential receptors, or 90 dBA Leq as measured at commercial or industrial land use receptors. Therefore, with implementation of MM NOI-1, the potential short-term construction noise impacts to noise-sensitive receptors in the Project vicinity would be reduced to a less than significant level.

Offsite Traffic Noise

The main offsite noise source would be project-generated mobile source traffic. These are evaluated below.

Offsite noise from existing and with-project traffic volumes was modeled in four scenarios (Kimley-Horn, 2023f):

- 2025 Phase I Opening Year Without Project.
- 2025 Phase I Opening Year With Project.
- 2028 Phase 2 Opening Year Without Project.
- 2028 Phase 2 Opening Year With Project.
- Horizon Year 2045 Without Project.
- Horizon Year 2045 With Project.

Traffic noise levels would be a less than significant impact for 2025 Phase 1 Opening Year of the Project, as shown below in **Table 4.12-6** for roadway segments adjacent to and within the proposed Project site that will be directly impacted by Project generated traffic. Roadway noise levels without the Project would range from 41.1 dBA CNEL to 66.9 dBA CNEL and with the Project they would be between 41.1 dBA CNEL and 68.2 dBA CNEL. Project-generated traffic would result in a maximum increase of 3.8 dBA for the Frontage Road between Rubidoux Boulevard and 30th Street, but there are no sensitive receivers close to that segment. The next-greatest noise level increase of 3.4 dBA is

related to Hall Avenue between Market Street and 24th Street, but because the With Project noise level at this roadway segment remains below 65 dBA CNEL for noise-sensitive uses, it would not result in a significant impact.

Table 4.12-6
PHASE ONE OPENING YEAR 2025 TRAFFIC NOISE LEVELS

Roadway Segment		2025 Opening Year Without Project		2025 Opening Year With Project		Change	Noise Threshold[2]	Significant Impact
		ADT	dBA CNEL[1]	ADT	dBA CNEL[1]			
Cedar Avenue	Slover Avenue to Santa Ave	22,327	63.8	23,507	64.1	0.3	65	No
	Santa Ana Ave to Jurupa Ave	20,356	64.6	21,936	65.0	0.5	65	No
	Jurupa Ave to El Rivino Rd	21,309	65.9	23,289	66.4	0.5	65	No
	El Rivino Rd to 20th St/Market St	22,061	66.0	24,041	66.5	0.5	65	No
Rubidoux Blvd	20th St/Market St to 24th St	20,789	65.7	23,539	66.5	0.7	65	No
	24th St to 26th St	20,450	65.6	23,200	66.4	0.7	65	No
	26th St to 28th St	21,845	65.9	24,595	66.6	0.7	65	No
	28th St to 30 St/SR-60 WB Off-Ramp	27,161	64.6	30,021	65.2	0.7	65	No
	30th St/SR-60 WB Off-Ramp to SR-60 WB On-Ramp	39,912	66.3	46,712	67.3	1.0	65	No
	SR-60 WB On-Ramp to SR-60 EB-Off Ramp/Frontage Rd	31,011	65.2	39,681	66.7	1.6	N/A[3]	No
	SR-60 EB Off-Ramp/Frontage Rd to 34th St	33,232	66.7	42,632	68.2	1.5	65	No
	34th St to Mission Blvd	29,371	64.9	33,101	65.7	0.8	65	No
Market St	Rubidoux Blvd to Agua Mansa Rd	21,314	64.8	21,704	64.9	0.1	65	No
	Agua Mansa Rd to Hall Ave	16,493	63.5	16,693	63.5	0.1	65	No
	Hall Ave to 24th St/Via Cerro	17,135	63.6	17,705	63.8	0.2	65	No
	24th St/Via Cerro to Rivera St	24,828	65.2	25,478	65.4	0.2	65	No
	Rivera St to SR-60 WB Ramps	27,978	66.1	28,898	66.3	0.2	65	No
	SR-60 WB Ramps to SR-60 EB Ramps	22,431	65.1	23,451	65.4	0.3	65	No
Hall Avenue	Market St to 24th St	996	50.1	1,766	53.5	3.4	65	No
	24th St to 26th St	2,847	54.6	3,697	56.3	1.7	65	No
	26th St to 28th St	2,890	54.7	3,740	56.3	1.6	65	No
Mission Blvd	Valley Way to Golden W Ave	25,210	64.4	26,110	65.4	1.0	65	No
	Golden W Ave to Opal St	27,223	64.7	28,333	65.9	1.1	65	No
	Opal St to Pacific Ave	27,981	64.9	29,241	66.1	1.2	65	No
	Pacific Ave to La Rue St	26,914	64.7	28,554	66.3	1.6	65	No
	La Rue St at Riverview Dr	27,553	64.8	29,193	66.3	1.6	65	No
	Riverview Dr to Rubidoux Blvd	32,541	65.6	35,931	68.1	2.4	65	No
	Rubidoux Blvd to Wallace St	29,563	65.2	29,563	65.2	0.0	65	No
	Wallace St to Crestmore Rd	27,275	64.8	27,765	65.3	0.5	65	No
Riverview Dr/Limonite Avenue	Mission Blvd to 42nd St	17,077	63.8	18,827	64.4	0.6	65	No
	42nd St to Pacific Ave	19,112	64.3	20,672	64.8	0.5	65	No
	Pacific Ave to Ave Juan Bautista	23,864	66.6	25,424	66.9	0.4	65	No
	Ave Juan Bautista to Camino Real	25,207	66.9	26,247	67.2	0.2	65	No
24th Street	Rubidoux Blvd to Hall Ave	2,674	50.4	2,674	50.4	0.0	65	No
	Hall Ave to Market St	3,713	51.9	3,793	52.1	0.2	65	No
26th Street	Rubidoux Blvd to Hall Ave	725	44.8	725	44.8	0.0	65	No
28th Street	Rubidoux Blvd to Hall Ave	2,262	49.7	2,522	50.7	1.0	65	No
Frontage Road	Rubidoux Blvd to 30th St	12,237	57.0	19,797	60.8	3.8	N/A[3]	No
Wallace Street	34th St to 36th St	1,948	53.0	2,438	53.6	0.6	65	No
	36th St to Mission Blvd	3,160	55.1	3,650	55.5	0.4	65	No
Crestmore Road	34th St to 36th St	2,609	50.3	3,209	50.7	0.4	65	No
	36th St to Mission Blvd	2,912	50.8	3,512	51.1	0.3	65	No
34th Street	Rubidoux Blvd to Wallace St	4,535	52.7	4,535	52.7	0.0	65	No
	Wallace St to Crestmore Rd	3,269	51.3	3,269	51.3	0.0	65	No

Roadway Segment		2025 Opening Year Without Project		2025 Opening Year With Project		Change	Noise Threshold[2]	Significant Impact
		ADT	dBA CNEL[1]	ADT	dBA CNEL[1]			
36th Street	Wallace St to Crestmore Rd	314	41.1	314	41.1	0.0	65	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
2. Potential impacts occur when the Project change exceeds 65 dBA CNEL and a 3 dBA increase (i.e., both must occur) at the receiving noise-sensitive land use (e.g., residences, hospitals, schools, childcare facilities, and places of assembly).
3. This roadway segment is not surrounded by land uses identified in the Jurupa Valley Community Noise Compatibility Matrix. Therefore, no land use threshold is applicable.

Source: Based on traffic data within the *Traffic Analysis Memorandum for the proposed District at Jurupa Valley*, prepared by Kimley-Horn, 2023.
Refer to Appendix B for traffic noise modeling assumptions and results. Refer to Appendix C for ADT Traffic Data.

The "2028 Opening Year Without Project" and "2028 Opening Year With Project" scenarios are compared in **Table 4.12-7**. The 2026 Opening Year With Project includes traffic generated from both Phase 1 and Phase 2. Roadway noise levels without the Project would range from 41.4 dBA CNEL to 67.1 dBA CNEL and with the Project between 41.4 dBA CNEL and 68.3 dBA CNEL. Project-generated traffic would result in a maximum increase of 3.7 dBA for Frontage Road between Rubidoux Boulevard and 30th Street; however, there are no sensitive receivers near this segment. The next-highest noise level increase of 3.3 dBA is related to Hall Avenue between Market Street and 24th Street, but because the With Project noise level at this roadway segment remains below 65 dBA CNEL for noise-sensitive uses, it would not result in a significant impact. The Project therefore would not have significant offsite traffic noise impacts.

Table 4.12-7
PHASE 2 OPENING YEAR 2026 TRAFFIC NOISE LEVELS

Roadway Segment		2028 Opening Year Without Project		2028 Opening Year With Project		Change	Noise Threshold[2]	Significant Impact
		ADT	dBA CNEL[1]	ADT	dBA CNEL[1]			
Cedar Avenue	Slover Avenue to Santa Ave	23,594	64.0	24,774	64.3	0.3	65	No
	Santa Ana Ave to Jurupa Ave	21,502	64.8	23,082	65.3	0.4	65	No
	Jurupa Ave to El Rivino Rd	22,513	66.1	24,493	66.6	0.5	65	No
	El Rivino Rd to 20th St/Market St	23,324	66.2	25,304	66.7	0.5	65	No
Rubidoux Blvd	20th St/Market St to 24th St	21,874	66.0	24,624	66.7	0.7	65	No
	24th St to 26th St	21,510	65.8	24,260	66.5	0.7	65	No
	26th St to 28th St	22,909	66.1	25,659	66.8	0.7	65	No
	28th St to 30 St/SR-60 WB Off-Ramp	28,344	64.8	31,204	65.4	0.6	65	No
	30th St/SR-60 WB Off-Ramp to SR-60 WB On-Ramp	41,634	66.4	48,434	67.4	1.0	65	No
	SR-60 WB On-Ramp to SR-60 EB-Off Ramp/Frontage Rd	32,322	65.3	40,992	66.9	1.5	N/A[3]	No
	SR-60 EB Off-Ramp/Frontage Rd to 34th St	34,575	66.9	43,975	68.3	1.5	65	No
	34th St to Mission Blvd	30,513	65.1	34,243	65.8	0.8	65	No
Market St	Rubidoux Blvd to Agua Mansa Rd	22,434	65.0	22,824	65.2	0.1	65	No
	Agua Mansa Rd to Hall Ave	17,364	63.7	17,564	63.8	0.1	65	No
	Hall Ave to 24th St/Via Cerro	18,007	63.8	18,577	64.0	0.2	65	No
	24th St/Via Cerro to Rivera St	26,064	65.4	26,714	65.6	0.2	65	No
	Rivera St to SR-60 WB Ramps	29,431	66.3	30,351	66.5	0.2	65	No
	SR-60 WB Ramps to SR-60 EB Ramps	23,548	65.3	24,568	65.6	0.3	65	No
Hall Avenue	Market St to 24th St	1,057	50.3	1,827	53.6	3.3	65	No
	24th St to 26th St	3,021	54.9	3,871	56.4	1.6	65	No
	26th St to 28th St	3,067	54.9	3,917	56.5	1.6	65	No
Mission Blvd	Valley Way to Golden W Ave	26,480	64.6	27,380	65.5	1.0	65	No
	Golden W Ave to Opal St	28,576	64.9	29,686	66.0	1.1	65	No
	Opal St to Pacific Ave	29,380	65.1	30,640	66.2	1.2	65	No
	Pacific Ave to La Rue St	28,188	64.9	29,828	66.4	1.5	65	No
	La Rue St at Riverview Dr	28,850	65.0	30,490	66.5	1.5	65	No
	Riverview Dr to Rubidoux Blvd	34,156	65.8	37,546	68.2	2.4	65	No
	Rubidoux Blvd to Wallace St	31,204	65.4	31,204	65.4	0.0	65	No
	Wallace St to Crestmore Rd	28,806	65.0	29,296	65.5	0.5	65	No
Riverview Dr/Limonite Avenue	Mission Blvd to 42nd St	17,935	64.0	19,685	64.6	0.6	65	No
	42nd St to Pacific Ave	20,095	64.5	21,655	65.0	0.5	65	No
	Pacific Ave to Ave Juan Bautista	25,138	66.8	26,698	67.2	0.4	65	No
	Ave Juan Bautista to Camino Real	26,562	67.1	27,602	67.4	0.2	65	No
24th Street	Rubidoux Blvd to Hall Ave	2,837	50.7	2,837	50.7	0.0	65	No
	Hall Ave to Market St	3,940	52.1	4,020	52.3	0.2	65	No
26th Street	Rubidoux Blvd to Hall Ave	770	45.0	770	45.0	0.0	65	No
28th Street	Rubidoux Blvd to Hall Ave	2,401	50.0	2,661	50.9	1.0	65	No
Frontage Road	Rubidoux Blvd to 30th St	12,765	57.2	20,325	60.9	3.7	N/A[3]	No
Wallace Street	34th St to 36th St	2,068	53.2	2,558	53.8	0.6	65	No
	36th St to Mission Blvd	3,304	55.3	3,794	55.6	0.4	65	No
Crestmore Road	34th St to 36th St	2,768	50.6	3,368	50.9	0.3	65	No
	36th St to Mission Blvd	3,090	51.1	3,690	51.4	0.3	65	No
34th Street	Rubidoux Blvd to Wallace St	4,813	53.0	4,813	53.0	0.0	65	No
	Wallace St to Crestmore Rd	3,469	51.6	3,469	51.6	0.0	65	No
36th Street	Wallace St to Crestmore Rd	333	41.4	333	41.4	0.0	65	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
2. Potential impacts occur when the Project change exceeds 65 dBA CNEL and a 3 dBA increase (i.e., both must occur) at the receiving noise-sensitive land use

Roadway Segment	2028 Opening Year Without Project		2028 Opening Year With Project		Change	Noise Threshold[2]	Significant Impact
	ADT	dBA CNEL[1]	ADT	dBA CNEL[1]			

(e.g., residences, hospitals, schools, childcare facilities, and places of assembly).

3. This roadway segment is not surrounded by land uses identified in the Jurupa Valley Community Noise Compatibility Matrix. Therefore, no land use threshold is applicable.

Source: Based on traffic data within the *Traffic Analysis Memorandum for the proposed District at Jurupa Valley*, prepared by Kimley-Horn, 2023.
Refer to Appendix B for traffic noise modeling assumptions and results. Refer to Appendix C for ADT Traffic Data.

Operational Impacts

Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite (stationary) noise sources would include operation of mechanical equipment such as air conditioners, landscape and building maintenance, parking and truck activity at loading docks

Mechanical Equipment

Rooftop-mounted heating, ventilation, and air conditioning (HVAC) equipment serving new development in the Specific Plan area could be located close to existing residences. Noise levels from commercial HVAC systems typically result in noise levels that average 52 dBA at 50 feet from the source. Although detailed site plans for future development within the Specific Plan area have not yet been developed, HVAC equipment would typically be roof mounted and shielded by parapet walls that would block the line of sight to receivers. At the time of this analysis, identification of specific mechanical equipment and detailed site plans have not been developed. However, the Specific Plan has identified a minimum building setback of 10 feet. Therefore, the nearest off- and on-site sensitive receptors could be located 10 feet from potential HVAC units on the Project site. At this distance, HVAC noise levels would be approximately 66.0 dBA, which would exceed the City's exterior noise standard (i.e., 65 dBA CNEL). Therefore, **MM NOI-2** shall be implemented to ensure noise-generating stationary source equipment would not exceed noise regulations established by the City of Jurupa Valley. Thus, noise levels generated from mechanical equipment on the Project site would result in a less than significant impact with implementation of **MM NOI-2**.

Truck and Loading Dock Noise

The predominant noise source during onsite operations would be from onsite truck movements and idling. Truck loading and unloading areas may be included at the proposed industrial and commercial uses. Truck loading and unloading activities may occur during daytime and nighttime hours as the operational schedule of the proposed industrial and commercial uses is not known at the time of this analysis. The closest receivers to the proposed industrial and commercial uses are a residence within the Project boundary and a church adjacent to the south edge of the western portion of the Project site. Assuming slow-moving trucks could operate up to the Project boundary line, sensitive receivers may experience noise levels associated with slow-moving trucks at a distance of 30 feet. Typically, slow-moving, heavy-duty delivery trucks accessing loading docks can generate a maximum noise level of approximately 79 dBA at a distance of 50 feet (Berger et al., 2010). Therefore, truck and loading dock noise levels have the potential to exceed the City's daytime (65 dBA) and nighttime (45 dBA) exterior noise standards at the closest sensitive receivers (i.e., residences and a church). **MM NOI-2** would be implemented to ensure that sensitive receivers are not exposed to noise levels above

the City's exterior noise thresholds. Noise levels generated from trucks and loading docks on the Project site would result in a less than significant impact with implementation of **MM NOI-2**.

Landscape Maintenance Activities

Development and operation of the proposed Project would introduce new landscaping requiring periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of five feet. However, **MM AQ-5** (see **Section 4.3.10)** requires all landscaping equipment used onsite to be 100 percent electrically powered. This will result in significantly lower noise levels. Additionally, landscape maintenance activities would operate during daytime hours for brief periods of time and would not permanently increase ambient noise levels in the Project vicinity. Further, noise emanating from landscaping equipment is exempt from the noise standard pursuant to Municipal Code § 11.05.020. Therefore, impacts associated with landscape maintenance would be less than significant.

Parking

Parking activities have the potential to be an annoyance to adjacent sensitive receivers. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA (Kariel, 1991). Conversations in parking areas may also be an annoyance to adjacent sensitive receivers. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech (Berger et al., 2010). These activities are expected to occur intermittently throughout the day, as residents, visitors, and employees arrive at and leave from the parking areas. As such, noise associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale.

At the time of this analysis, the proposed Project's parking areas have not been identified. As the proposed Project's parking areas have not been identified, this analysis conservatively assumes the parking lots would be located along the Project boundary closest to existing sensitive receivers. The nearest sensitive receivers to potential parking areas on the Project site would be the residence within the Project boundary and the residences to the south. Therefore, parking noise levels have the potential to exceed the City's daytime (65 dBA) and nighttime (45 dBA) exterior noise standards at the closest sensitive receivers (i.e., residences and a church). **MM NOI-2** would be implemented to ensure sensitive receivers are not exposed to noise levels above the City's exterior noise thresholds.

Level of Significance Before Mitigation:, Impacts from construction and operational noise would be potentially significant before mitigation.

A.3 Mitigation Measures

Construction Noise

Noise impacts during construction will be less than significant with implementation of MM NOI-1

MM NOI-1 **Construction Noise Mitigation Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- The construction contractor shall limit commercial construction activities adjacent to or 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 (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

- The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment.

- The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.

- The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines.

- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all project construction.

- For construction activity within 50 feet or impact pile driving within 285 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction activities that would require the use of heavy construction equipment. The barrier shall be located between the construction zone and all adjacent sensitive receptor land uses. The temporary sound barrier shall provide a reduction in noise that shall meet the City's construction noise threshold of 55 dBA Lmax as measured at the façade of the sensitive receptor land uses. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 25 or greater. The barrier can be either (a) a 0.75-inch-thick plywood wall or (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher. Temporary barriers would not be necessary if the applicant/developer can demonstrate to the satisfaction of the City that construction noise levels would be below 80 dBA Leq threshold at sensitive receptors.

- Impact pile driving within 285 feet of any noise-sensitive receptors shall use an acoustical shroud (i.e., a noise curtain shall be installed on the pile driver or around the pile) to reduce noise by up to approximately 15 dBA. Additionally, foundation pile holes shall be predrilled, or sonic or vibratory pile drives shall be used, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile.

- The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., a bad muffler) and shall require that measures be implemented to correct the problem.

- These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building Official of the City in accordance with Section 11.05.070 of the Municipal Code.

Operational Noise

NOI-2 **Stationary Source Operational Noise Reduction Plan.** Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit on-site operational stationary noise source impacts:

- Any proposed large scale, mixed-use, or master-planned developments shall demonstrate compliance with Noise Policy NE 1.9 and NE 1.10 of the City's Noise Element by incorporating acoustic site planning to the satisfaction of the Planning Director that adequately minimizes potential noise impacts to adjacent land uses to meet the City's standards shown in General Plan Figure 7-3. In addition, such projects shall demonstrate compliance with Noise Policy NE 3.1 of the City's Noise Element, such projects and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter noise rating.

- Any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls).

A.4 Level of Significance After Mitigation

Operational Noise

With implementation of Mitigation Measures **AQ-5 and NOI-2**, noise impacts during project operation would be less than significant.

Threshold b): Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Under the City's local significance threshold, the project would have significant effects if it: Creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

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 groundborne vibration and groundborne noise levels.

Project Design Features (PDFs)

There are no PDFs applicable to the proposed Project related to the topic of noise.

B.2 Impact Analysis

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. **Table 4.12-8** provides approximate vibration levels for particular construction activities.

Table 4.12-8
VIBRATION LEVELS OF CONSTRUCTION EQUIPMENT

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer—small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82

Construction Equipment	PPV at 25 Feet (inches/second)	rms Velocity in Decibels (VdB) at 25 Feet
Loaded Trucks	0.076	86
Bulldozer—Large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94
Vibratory Roller (large)	0.210	94
Pile Driver (impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112

Notes:
PPV = peak particle velocity
rms = root mean square
VdB = velocity in decibels
Source: Compilation of scientific and academic literature, generated by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA).

Of the variety of equipment used during construction, impact pile drivers that could be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact pile drivers produce groundborne vibration levels ranging between 0.644 to 1.518 inch per second (in/sec) PPV at 25 feet from the operating equipment.

Construction vibration levels from future development projects could exceed the City's threshold criteria of 0.20 in/sec PPV. Therefore, mitigation would be required to reduce this potential impact. Construction vibration sources can be mitigated to acceptable levels either at the source or on the adjacent property using alternate equipment, adequate setbacks, or by digging temporary trenches between the source and the receptor. For example, at a distance of 100 feet, vibration levels from an impact pile driver would attenuate to 0.19 in/sec PPV, which would be below the City's threshold.

Therefore, implementation of **MM NOI-3**, which requires preparation of a Construction Vibration Monitoring Plan would ensure that these vibration level impacts generated by future development projects would be reduced to a less than significant impact.

Operational Vibration

The operation of the Specific Plan would not include any substantial long-term vibration sources. Therefore, vibration impacts from operation of the Project would be less than significant (Kimley-Horn, 2023f, p. 36).

Level of Significance Before Mitigation: Impacts from construction vibration levels would be potentially significant. Operational vibration impacts would less than significant and no mitigation would be required.

B.3 Mitigation Measures

MM NOI-3 **Construction Vibration Reduction Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts:

- For any future development projects that would necessitate the use of pile driving within 100 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure.

- For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure.

- The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.

B.4 Level of Significance After Mitigation

Less Than Significant.

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?***

Under the City's local significance threshold, the project would have significant effects if: The project may have a significant impact if it generates aircraft noise that exposes people residing or working in the vicinity of a private airstrip or within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the proposed Project related to excessive noise level from airport activity.

Project Design Features (PDFs)

There are no PDFs applicable to the proposed Project related to the topic of airport noise.

C.2 Impact Analysis

The Project site is in the airport influence area for Flabob Airport, which is approximately 0.6 mile southwest of the Project site. However, the site is outside the lowest (55 CNEL) noise contour for Flabob Airport (RCALUC, 2004), as shown in **Figure 4.12-2**. Therefore, project development would not expose residents or workers onsite to excessive noise levels from airport activity that would be in excess of the noise standards identified in the applicable land use compatibly plans and impacts would be less than significant.

Level of Significance Before Mitigation: Impacts would be less than significant, and no mitigation is required.

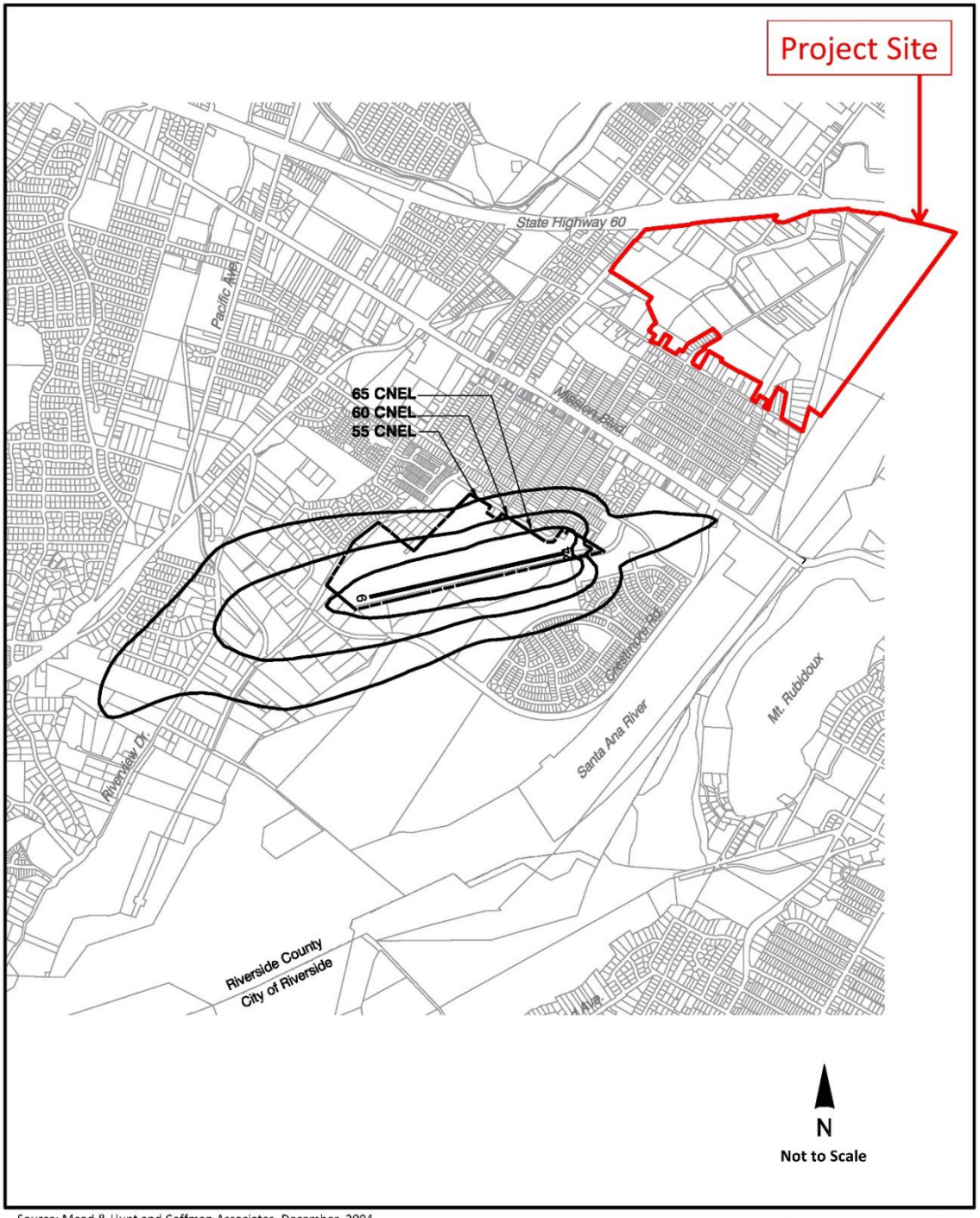
C.3 Mitigation Measures

No mitigation is required.

C.4 Level of Significance After Mitigation

No mitigation is required.

Figure 4.12-2
NOISE CONTOURS FOR FLABOB AIRPORT



Source: Mead & Hunt and Coffman Associates, December, 2004.

District at Jurupa Valley

Noise Contours
for Flabob Airport

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4.12.7 Cumulative Impacts

Cumulative Construction Noise

Cumulative construction impacts could occur if other construction projects were active concurrently with development of the proposed Project, and near enough so that noise from two or more projects were perceived by the same sensitive receivers. Related projects in the City of Riverside would not generate noise or vibration impacts combining with impacts of the proposed Project to cause significant cumulative impacts because of distance (the nearest such project site is approximately 0.8 mile southeast of the proposed Project site) and because noise from such projects would not be audible by sensitive receivers near the proposed Project site due to ambient noise, mainly from the SR-60 freeway. Most of the related projects in the City of Jurupa Valley are either north of the SR-60 freeway, or along Mission Boulevard south of the Project site, or west of Rubidoux Boulevard west of the site (see **Figure 3.4-1**). One related project, Avalon Court single-family residential project, is along Avalon Street three blocks west of Rubidoux Boulevard. At that distance, and considering ambient traffic noise from Rubidoux Boulevard, noise and vibration impacts from Avalon Court would not combine with those of the proposed Project to cause cumulative significant noise impacts. Furthermore, construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the applicable Municipal Code provisions, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard would not be cumulatively considerable (Kimley-Horn, 2023f, pp. 37-40).

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

As described in the Acoustical Analysis (Kimley-Horn, 2023f, pp. 37-40), included in **Appendix D18** of this EIR, cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria were used to evaluate the combined and incremental effects of the cumulative noise increase.

- *Combined Effect.* The cumulative with project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project (the second factor, discussed immediately below).

- *Incremental Effects.* The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the With Project noise levels exceed the acceptable noise levels on the land use compatibility matrix (refer to **Table 4.12-9**). By definition, noise is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.12-9 identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Horizon Year 2045 Without Project," and "Horizon Year 2045 With Project," conditions, including incremental and net cumulative impacts (Kimley-Horn, 2023f pp. 37-40).

Table 4.12-9
CUMULATIVE OFF-SITE TRAFFIC NOISE LEVELS

Roadway Segment		Existing dBA CNEL	Horizon Year 2045 Without Project[1] dBA CNEL	Horizon Year 2045 With Project[1] dBA CNEL	Combined Effects	Incremental Effects	Land Use Threshold dBA CNEL[2]	Cumulatively Significant Impact?
					Difference In dBA Between Existing and Horizon Year 2045 With Project	Difference In dBA Between Horizon Year 2045 Without Project and Horizon Year 2045 With Project		
Cedar Avenue	Slover Avenue to Santa Ave	63.1	64.0	64.3	1.2	0.3	65	No
	Santa Ana Ave to Jurupa Ave	63.9	64.8	65.3	1.4	0.4	65	No
	Jurupa Ave to El Rivino Rd	65.2	66.5	67.0	1.8	0.5	65	No
	El Rivino Rd to 20th St/Market St	65.4	67.5	67.8	2.5	0.4	65	No
Rubidoux Blvd	20th St/Market St to 24th St	64.7	67.4	67.9	3.2	0.5	65	No
	24th St to 26th St	64.5	66.8	67.4	2.9	0.6	65	No
	26th St to 28th St	64.6	67.2	67.7	3.2	0.5	65	No
	28th St to 30 St/SR-60 WB Off-Ramp	62.8	65.3	65.8	3.1	0.6	65	No
	30th St/SR-60 WB Off-Ramp to SR-60 WB On-Ramp	64.4	66.4	67.4	3.0	1.0	65	No
	SR-60 WB On-Ramp to SR-60 EB-Off Ramp/Frontage Rd	63.2	65.3	66.9	3.6	1.5	N/A[1]	No
	SR-60 EB Off-Ramp/Frontage Rd to 34th St	64.5	67.0	68.4	3.9	1.4	65	**Yes**
	34th St to Mission Blvd	62.6	65.3	66.0	3.4	0.7	65	No
Market St	Rubidoux Blvd to Agua Mansa Rd	63.8	66.0	66.1	2.3	0.1	65	No
	Agua Mansa Rd to Hall Ave	62.5	65.1	65.1	2.7	0.1	65	No
	Hall Ave to 24th St/Via Cerro	62.5	64.9	65.0	2.5	0.1	65	No
	24th St/Via Cerro to Rivera St	64.0	65.7	65.8	1.8	0.1	65	No
	Rivera St to SR-60 WB Ramps	65.1	66.6	66.7	1.6	0.1	65	No
	SR-60 WB Ramps to SR-60 EB Ramps	63.9	65.7	65.9	2.0	0.2	65	No
Hall Avenue	Market St to 24th St	49.7	55.3	56.1	6.3	0.8	65	No
	24th St to 26th St	54.3	56.0	56.8	2.5	0.8	65	No
	26th St to 28th St	54.3	56.2	57.0	2.6	0.7	65	No
Mission Blvd	Valley Way to Golden W Ave	63.2	64.6	65.5	2.4	1.0	65	No
	Golden W Ave to Opal St	63.5	64.9	66.0	2.5	1.1	65	No
	Opal St to Pacific Ave	63.6	65.1	66.2	2.6	1.2	65	No

Roadway Segment		Existing dBA CNEL	Horizon Year 2045 Without Project[1] dBA CNEL	Horizon Year 2045 With Project[1] dBA CNEL	Combined Effects	Incremental Effects	Land Use Threshold dBA CNEL[2]	Cumulatively Significant Impact?
					Difference In dBA Between Existing and Horizon Year 2045 With Project	Difference In dBA Between Horizon Year 2045 Without Project and Horizon Year 2045 With Project		
	Pacific Ave to La Rue St	63.2	65.3	66.7	3.5	1.4	65	**Yes**
	La Rue St at Riverview Dr	63.3	65.0	66.5	3.2	1.5	65	**Yes**
	Riverview Dr to Rubidoux Blvd	64.4	65.9	68.2	3.8	2.3	65	**Yes**
	Rubidoux Blvd to Wallace St	64.4	65.4	65.4	1.0	0.0	65	No
	Wallace St to Crestmore Rd	64.1	65.1	65.6	1.5	0.5	65	No
Riverview Dr/ Limonite Avenue	Mission Blvd to 42nd St	62.6	64.0	64.6	2.0	0.6	65	No
	42nd St to Pacific Ave	63.2	64.7	65.2	2.0	0.4	65	No
	Pacific Ave to Ave Juan Bautista	65.6	67.0	67.3	1.7	0.3	65	No
	Ave Juan Bautista to Camino Real	66.0	67.4	67.7	1.6	0.2	65	No
24th Street	Rubidoux Blvd to Hall Ave	50.1	55.2	55.2	5.1	0.0	65	No
	Hall Ave to Market St	51.5	55.2	55.3	3.8	0.1	65	No
26th Street	Rubidoux Blvd to Hall Ave	44.4	46.0	46.0	1.6	0.0	65	No
28th Street	Rubidoux Blvd to Hall Ave	49.4	55.2	55.5	6.2	0.3	65	No
Frontage Road	Rubidoux Blvd to 30th St	55.2	57.2	60.9	5.7	3.7	N/A[1]	No
Wallace Street	34th St to 36th St	52.6	55.1	55.5	2.9	0.4	65	No
	36th St to Mission Blvd	53.5	55.9	56.2	2.7	0.3	65	No
Crestmore Road	34th St to 36th St	50.0	50.6	50.9	0.9	0.3	65	No
	36th St to Mission Blvd	50.5	51.1	51.4	0.9	0.3	65	No
34th Street	Rubidoux Blvd to Wallace St	52.4	53.6	53.6	1.2	0.0	65	No
	Wallace St to Crestmore Rd	51.0	51.6	51.6	0.6	0.0	65	No
36th Street	Wallace St to Crestmore Rd	40.8	41.4	41.4	0.6	0.0	65	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Note:

1. This roadway segment is not surrounded by land uses identified in the Jurupa Valley Community Noise Compatibility Matrix. Therefore, no land use threshold is applicable.
2. Potential impacts occur when the Project change exceeds 65 dBA CNEL and a 3 dBA increase (i.e., both must occur) at the receiving noise-sensitive land use (e.g., residences, hospitals, schools, childcare facilities, and places of assembly).

Source: Based on traffic data within the *Traffic Analysis Memorandum for the proposed District at Jurupa Valley*, prepared by Kimley-Horn, 2023.
Refer to Appendix B for traffic noise modeling assumptions and results. Refer to Appendix C for ADT Traffic Data.

As shown on **Table 4.12-9**, some of the roadway segments meet the criteria for cumulative noise increases. Below is the explanation for each segment:

- Rubidoux Boulevard (from SR-60 WB On-Ramp to SR-60 EB Off-Ramp/Frontage Rd): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively; however, there is no sensitive receptor near the segment, and therefore the cumulative impact is less than significant.

- Rubidoux Boulevard (from SR-60 EB Off-Ramp/Frontage Rd to 34th St): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively and the cumulative impact is significant.

- Mission Boulevard (from Pacific Ave to La Rue St): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively, and the cumulative impact is significant.

- Mission Boulevard (from La Rue St to Riverview Dr): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively, and the cumulative impact is significant.

- Mission Boulevard (Riverview Dr to Rubidoux Blvd): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively, and the cumulative impact is significant.

- Frontage Road (from Rubidoux Blvd to 30th St): the combined effects and incremental effects are above 3 dBA and 1 dBA, respectively; however, there is no sensitive receptor near to the roadway segment, and therefore the cumulative impact is less than significant.

Feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on onsite roadways since the Applicant would not have authorization or control to make offsite improvements. As summarized above, Project-generated traffic volumes would meet the cumulative noise impact criteria for multiple roadway segments and mitigation to reduce the Project's mobile off-site noise is not feasible. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would be cumulatively considerable and impacts would be **significant and unavoidable** (Kimley-Horn, 2022f, pp. 37-40).

Cumulative Stationary Noise

Stationary noise sources of the proposed Project would result in an incremental increase in non-transportation noise sources in the Project vicinity and as discussed above, operational noise caused by the proposed Project would be less than significant with implementation of **MM NOI-2**. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noise.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with project-specific noise impacts, would not be cumulatively significant (Kimley-Horn, 2023f, p. 40).

4.13 Population and Housing

This section analyzes the proposed Project's potential impacts on population and housing. It is based on housing and population information from the California Department of Finance (CDF), the Southern California Association of Governments (SCAG), and the United States Census. Potential growth-inducing impacts of the proposed Project are discussed in **Section 6.4** of this DEIR.

4.13.1 Existing Conditions

Population

The CDF estimated Jurupa Valley's population to be 105,384, as of January 1, 2022[53]. **Table 4.13-1** summarizes the change in population for Jurupa Valley and Riverside County between 2010 and 2021. Note that the City of Jurupa Valley was incorporated in July 2011; prior to that, it was part of unincorporated Riverside County.

Table 4.13-1
POPULATION CHARACTERISTICS

	2010	2019	2020	2021	Change, 2010-2021	Percent Change, 2010-2021
City of Jurupa Valley	94,986	109,527	105,053	108,097	13,111	13.8
Riverside County	2,189,641	2,470,546	2,418,185	2,454,453	264,812	12.1

Source: U.S. Department of Commerce, United States Census Bureau. QuickFacts, Jurupa Valley City, California. Website: https://www.census.gov/quickfacts/fact/table/jurupavalleycitycalifornia,US/PST045221. Accessed March 27, 2023.

Population Forecast

SCAG is a regional planning agency that forecasts population, housing, and employment trends for jurisdictions within Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's population forecast for 2040 for the City of Jurupa Valley and Riverside County are shown in **Table 4.13-2**. SCAG's forecast shows the City growing at a much slower pace than Riverside County overall.

Table 4.13-2
POPULATION FORECAST

	2016	2045	Change, 2016-2045	Percent Change, 2016-2045
City of Jurupa Valley	100,100	117,800	17,700	17.68
Riverside County	2,364,000	3,252,000	888,000	37.56

Source: Southern California Association of Governments (SCAG). Connect SoCal Demographics and Growth Forecast. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed December 2, 2021.

[53] California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State 2020-2022. May. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/. Accessed March 27, 2023.

Housing

The CDF estimates housing characteristics including number and type of dwelling units, occupancy/vacancy, and persons per household. Estimated available housing, including unit type characteristics, in the City of Jurupa Valley and Riverside County is detailed in **Table 4.13-3**.

Table 4.13-3
HOUSING CHARACTERISTICS

Housing Unit Type	City of Jurupa Valley	Riverside County
Single-Family Detached	22,926	592,473
Single-Family Attached	1,023	53,163
Multi-Family	3,277	137,468
Mobile Homes	1,967	80,972
TOTAL	**29,193**	**864,076**
Persons Per Household	3.71	3.23
Vacancy Rate	3.4%	13%

Source: California Department of Finance. 2022. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1,2021-2022. Website: https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/. Accessed October 19, 2022.

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State housing law as part of the periodic process of updating housing elements of local general plans. State law requires that general plan housing elements identify RHNA targets set by HCD to encourage each jurisdiction in the state to provide its fair share of very low, low, moderate, and above moderate income housing. The RHNA does not promote growth but provides a long-term outline for housing in the context of local and regional trends and housing goals. SCAG determines housing need for communities in Southern California based on three factors: 1) the number of housing units needed to accommodate future population and employment growth; 2) the number of additional housing units needed to allow for housing vacancies; and 3) the number of very low, low, moderate, and above moderate income housing units needed in the community. Additional factors include but are not limited to tenure and the average rate of units needed to replace housing units demolished.

The City of Jurupa Valley's RHNA allocation for the planning period of October 2021 through October 2029 is shown in **Table 4.13-4** below. The City is required to ensure that sufficient sites are planned and zoned for housing and are available to accommodate its need and to implement proactive programs that facilitate and encourage the provision of housing to meet the City's housing needs. According to the General Plan Housing Element, City Planning staff estimates that construction for the Project will begin in 2025 and that half (50 percent) of the units in each land use category will build out during the 2021-2029 planning period. This would result in an estimated 598 units being approved and/or constructed.

Table 4.13-4
CITY OF JURUPA VALLEY RHNA ALLOCATION 2021-2029

Household Income Category	Target (Units)
Very Low Income	1,207
Low Income	749
Moderate Income	731
Above Moderate Income	1,810
TOTAL	**4,497**

Source: Southern California Association of Governments (SCAG). 2021. SCAG 6th Cycle Final RHNA Allocation Plan. Website: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899. July 1. Accessed March 27, 2023.

Employment Projections

SCAG employment projections for the City of Jurupa Valley and Riverside County for 2045 are shown in **Table 4.13-5** below. As shown in the table, Riverside County is anticipated to have a substantial increase in the workforce by 2045.

Table 4.13-5
EMPLOYMENT PROJECTIONS

	2016	2045	Change, 2016-2045	Percent Change, 2016-2040
City of Jurupa Valley	27,100	31,300	4,200	15.5
Riverside County	743,000	1,103,000	360,000	48.45

Source: Southern California Association of Governments (SCAG). Connect SoCal Demographics and Growth Forecast. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed March 27, 2023.

Jobs-Housing Balance

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. The balance of jobs and housing in an area, in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. The jobs-housing ratio is one indicator of the Project's effect on growth and quality of life in the area.

SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. The American Planning Association (APA) recognizes that an ideal jobs-housing ratio will vary from jurisdiction to jurisdiction. The APA's recommended target jobs-housing ratio is 1.5, with a recommended range of 1.3 to 1.7.

As shown in **Table 4.13-6** below, the jobs-housing ratio in Jurupa Valley is forecast to decrease between 2016 and 2045, from 1.07 to 0.98 between 2016 and 2045 due to an increase of employment. Additionally, the jobs-housing ratio in Riverside County is estimated to decrease from 1.04 to 1.02 during the same period.

Table 4.13-6
JOBS-HOUSING BALANCE

	Year	Employment	Households	Jobs-Housing Ratio
City of Jurupa Valley	2016	27,100	25,300	1.07
	2045	31,300	31,800	0.98
Riverside County	2016	743,000	716,000	1.04
	2045	1,103,000	1,086,000	1.02

Source: Southern California Association of Governments (SCAG). Connect SoCal Demographics and Growth Forecast. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed March 27 2023.

4.13.2 Notice of Preparation/Scoping Comments

The following comments were received during the EIR scoping phase pertaining to the topics of population, employment, and housing.

The attorney representing the Southwest Regional Council of Carpenters, Mitchell M. Tsai, submitted a letter containing recommendations for community benefits to be required by the City, such as the use of local labor and skilled workforce for building the Project, requiring workers to have completed a Joint Labor Management apprenticeship training program, and implementing a COVID workplace safety program. It is important to note that decisions related to hiring, worker qualifications, and employer-employee relations are beyond the scope of CEQA. Although the comments have been acknowledged, they have not been addressed in the analysis provided below.

4.13.3 Regulatory Framework

Federal

No federal regulations pertaining to this issue area.

State

California Housing Element Law

The State Housing Element Law (Government Code Chapter 1143, Article 10.6, §§ 65580 and 65589) requires each city and county to adopt a general plan for future growth. This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. The amount of housing that must be accounted for in a local housing element is determined through the RHNA. In the RHNA process, the State gives each region a number representing the amount of housing needed based on existing need and expected population growth.

At the State level, the HCD estimates the relative share of the State's anticipated population growth that would occur in each county in the State, based on CDF population projections and historic growth trends. Where there is a regional council of governments, as in the Southern California Area (in this case, the SCAG), the HCD provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties.

Each city and county must update its general plan housing element on a regular basis pursuant to the requirements of Government Code Section 65580, et seq. Among other things, the housing element

must incorporate policies and identify potential sites that would accommodate a city's share of the regional housing need. Before adopting an update to its housing element, a city or county must submit the draft to the HCD for review.

Regional

Southern California Association of Governments

SCAG is the designated regional planning agency for six counties in Southern California: Los Angeles; Orange; San Bernardino; Riverside; Ventura; and Imperial. SCAG is a Joint Powers Authority under California state law, established as an association of local governments that voluntarily convene to address regional issues. It is designated as a Metropolitan Planning Organization under federal law and as a Regional Transportation Planning Agency and a Council of Governments under state law (SCAG, 2022).

Regional Housing Needs Assessment

The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The 6th Cycle RHNA Allocation Plan, which covers the planning period from October 2021 to October 2029, was adopted by the Regional Council of SCAG on July 1, 2021. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth so that collectively the region and sub-regions can grow in ways that enhance the quality of life, improve access to jobs, promote mobility, and address social equity and fair share housing needs. Local jurisdictions are required by state law to base updates to their General Plan Housing Elements on the most recently adopted RHNA allocation (SCAG, 2022).

Local

City of Jurupa Valley General Plan Housing Element

The Housing Element of the City of Jurupa Valley General Plan was adopted by the City Council on December 2, 2021, and certified by the State Department of Housing and Community Development on April 22, 2022. The Housing Element provides guidance for housing development within the City from 2021 to 2029. It provides a comprehensive overview and analysis of the current housing stock in the City; the constraints on housing maintenance, improvement, and development; an inventory of sites for housing development; opportunities for energy conservation; a review of the previous Housing Element, which covered 2017 to 2021; and housing goals, policies, objectives, and programs to provide diverse housing across the City. Housing Element policies that are applicable to the proposed Project are presented in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning.*

4.13.4 Methodology

The analysis of the Project's potential impacts on population, housing, and employment is based on a comparison of the Project's contribution in light of City of Jurupa Valley projections and policies regarding population, housing, and employment.

4.13.5 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, in part, on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds and significance criteria related to population and housing. Based on these significance thresholds, a project would have a significant impact on population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly or indirectly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);

Under the City's local significance threshold, the project would have significant effects if: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Under the City's local significance threshold, the project would have significant effects if: The project site contains residential housing which will not be replaced with new residential housing on-site.

4.13.6 Environmental Impact Analysis

Threshold a):	***Would the project induce substantial unplanned population growth in an area, either directly or indirectly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Under the City's local significance threshold, the project would have significant effects if: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No PPPs apply to the proposed Project population and housing impacts.

Project Design Features (PDFs)

No PDFs apply to the proposed Project's population and housing impacts.

A.2 Impact Analysis

Unplanned Population Growth

To assess the potential for growth-inducing impacts, the Project's characteristics that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated (CEQA Guidelines § 15126.2(e)). CEQA Guidelines state that a significant growth-inducing impact may result if the project would:

- Induce substantial population growth in an area (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the general plan);
- Substantially alter the planned location, distribution, density, or growth rate of the population of an area; or
- Include extensions of roads or other infrastructure not assumed in the general plan or adopted capital improvements project list when such infrastructure exceeds the needs of the project and could accommodate future developments.

As indicated previously, the City's Significance Criteria would be exceeded if:

- The project is in an area that is currently underdeveloped or unserved by major infrastructure; and
- The project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

Construction Impacts

Construction jobs created by the Project would not result in substantial population growth in the Project area because construction jobs are temporary in nature. The unemployment rate in Riverside County in December 2022 was 3.6 percent (EDD, 2022). Thus, it is expected that Project construction employment would be absorbed from the regional labor force and would not attract workers to move from outside of the Project region. Project construction impacts on population and housing would be less than significant.

Operational Impacts

The proposed Project area was intended for residential and nonresidential uses in 2005, when the County of Riverside approved the Emerald Meadows Ranch Specific Plan No. 337 and certified the associated EIR (State Clearinghouse No. SCH 2004031007). Thus, both local and regional growth projections account for population and employment growth within the Project site. Therefore, the buildout of the proposed Project would constitute planned growth in accordance with regional and local projections.

Additionally, Project development would not cause growth in population or housing exceeding regional forecasts for the City of Jurupa Valley. The Project proposes the development of 1,192 residential units that are estimated to house 4,422 persons, based on the average household size of

3.71 persons in the City of Jurupa Valley in 2022. The population of the City of Jurupa Valley is forecast to increase by 17,700, or approximately 18 percent, between 2016 and 2045 (SCAG, 2020).

The number of households in the City is estimated to increase by approximately 6,500, or 26 percent, between 2016 and 2045 (SCAG, 2020). The operational population and housing impacts of the proposed Project would be less than significant.

The proposed Project would provide needed housing options in the City to support planned population growth. As shown in Table 4.14-4, the City's RHNA Allocation determined that there is a need for 4,497 housing units in order to meet the City's housing needs. The proposed Project would provide up to 1,192 housing units, which would help to support the housing needs of the City consistent with City's RHNA Allocation. The Housing Element Update projects that by 2029, approximately 50 percent, or 596 of the proposed 1,192 housing units would be built. Of these proposed 596 housing units, 357 are expected to be in the RHNA "Above Moderate Income" category, and 239 are expected to be in the RHNA "Moderate Income" category. The increase in housing resulting from the construction of the proposed Project would constitute planned growth in accordance with regional and local projections.

Employment

Project operation is estimated to generate approximately 3,779 jobs, as shown below in **Table 4.13-7.** The estimate is slightly conservative in that no employment generation factor for fast food, discount store, or supermarket is available; the factor for regional retail (one employee per 275 square feet) was used for those land uses. Employment in the City of Jurupa Valley is forecast to increase by approximately 42,000 between 2016 and 2045 (SCAG, 2020). Project-generated employment would not exceed the regional forecast for the City and thus would have a less than significant impact.

Table 4.13-7
ESTIMATED PROJECT OPERATIONAL EMPLOYMENT GENERATION

Land Use	Square Feet	Employees	
		Square feet per employee[1]	Total
Phase I			
Commercial	**1,472,500**	600	2,459
Furniture Store/Warehouse	1,000,000	1,200	
Business Park	30,000	800	37
Industrial	1,500,000	1,200	833
Subtotal, Phase 1			**3,329**
Phase 2			
Commercial	**270,000**	600	450
Subtotal, Phase 2			**3,779**
Total			

1 [54]Note: Commercial = 1 employee per 600 square feet; office/business park = 1 employee per 800 square feet; industrial = 1 employee per 1,200 square feet

[54] City of Jurupa Valley General Plan, Table 2.3, Non-Residential Land Use Statistics & Buildout Projections.

Indirect Impacts of Project-Generated Employment on Population and Housing

The addition of Project-related residential units and estimated Project-related employment to the existing 2045 forecast for the City yields a jobs-housing balance ratio of 1.05, which could suggest a jobs-housing imbalance within the City limits. As such, it is expected that the jobs created by the Project would be sourced from the local workforce and would not require people to relocate from surrounding communities. Therefore, the Project is not expected to contribute to direct unplanned growth in the City.

Roadways and Other Infrastructure

While the Project site is currently undeveloped and is not served by major infrastructure, a few roadways are present on site including Rubidoux Boulevard and 34th Street. Existing utilities – such as water and sewer mains and electric distribution lines – are present onsite along Wallace Street and abutting the site in roadways including Rubidoux Boulevard and 34th Street.

The proposed Project would include extension of roads and infrastructure to serve the proposed residential and nonresidential uses. However, the infrastructure would only serve the Project site. As such, the Project would not contribute to the extension of infrastructure into an undeveloped area.

Level of Significance Before Mitigation: Impacts would be less than significant.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance After Mitigation

Impacts 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?

Under the City's local significance threshold, the project would have significant effects if: The project site contains residential housing which will not be replaced with new residential housing on-site.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to Project impacts on housing displacement.

Project Design Features (PDFs)

No project design features apply to housing displacement.

B.2 Impact Analysis

There are 11 housing units on site, seven of which would be demolished during site clearance. Based on the average household size in the City of Jurupa Valley of 3.71 persons, the seven units to be demolished are estimated to house 26 persons. The Project proposes the development of a net *increase* of 1,192 housing units, over 100 times the number of units that would be demolished. Therefore, Project development would not require the construction of replacement housing offsite, and impacts would be less than significant.

Level of Significance Before Mitigation: Impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts would be less than significant.

4.13.7 Cumulative Impacts

Cumulative population and housing effects must be considered in relationship to land use, plans, and policy considerations for development facilitated by the General Plan. The relevant cumulative geographic context is the City and includes projects identified in **Table 4.13-8** below and mapped in **Figure 4.13-1** that are located within the City. **Table 4.13-8** identifies which projects consist of residential uses, employment-generating land uses, or both.

Population Growth

The geographic scope of the cumulative population and housing analysis is the City. The City's population is forecast to increase by 17.7 percent, or approximately 17,700, between 2016 and 2045 (SCAG, 2020). Cumulative projects listed in **Table 4.13-8** in conjunction with the Project would add population. The proposed Project combined with cumulative projects would add1,743 housing units to the City; and is estimated to add 12,258 residents based on the City's average household size of 3.71 persons. Population growth from cumulative projects would be within the regional population forecast for the City; thus, cumulative impacts on population growth would be less than significant. Project impacts, therefore, would not be cumulatively considerable.

Population/Housing Displacement

Cumulative projects listed in **Table 4.13-8** in conjunction with the proposed Project would add residential units to the City. None of the listed projects substantially displaces housing units or people within the City. In fact, the implementation of the cumulative projects would result in a net increase in housing in the City. The City further established incentives and standards to encourage the development of affordable housing in its 2021-2029 Housing Element (see Regulatory Setting). Therefore, cumulative impacts associated with population and housing displacement would be less than significant. Thus, Project impacts would not be cumulatively considerable.

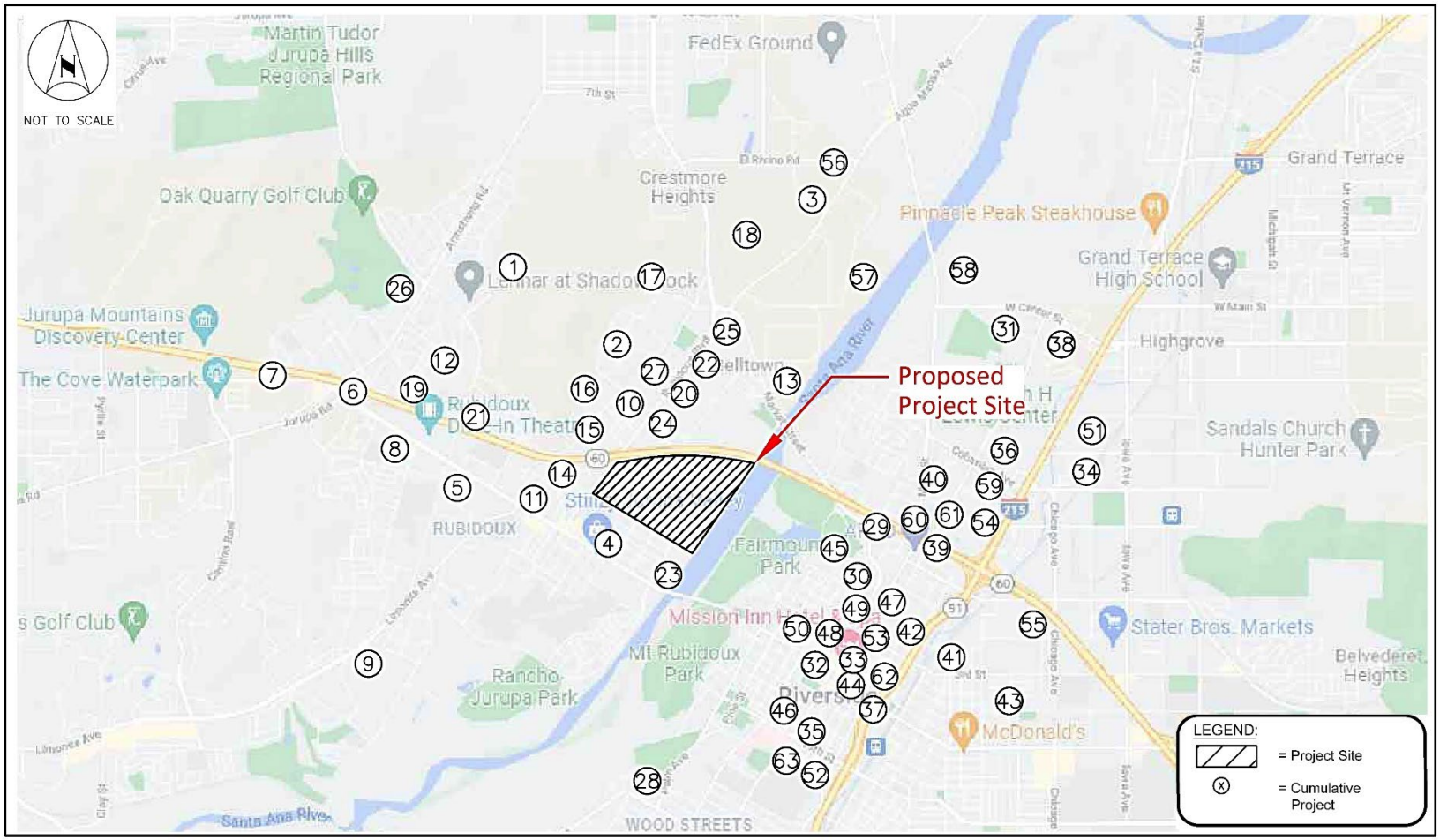
Table 4.13-8
CUMULATIVE PROJECTS LIST
Projects in City of Jurupa Valley only

Proj #	Project Name/Number	Land Use	Project Type			Residential Units
			Residential	Employment-Generating	Both	
1	New Rio Vista Specific Plan	Single-Family Detached Housing			X	1,215
		Single-Family Attached Housing				
		Multifamily Housing (Low-Rise)				
		Public Park				
		Middle School/Junior High School				
2	Proficiency Rubidoux (or Capital)	Warehousing		X		0
3	Agua Mansa Development Project	Warehousing		X		0
4	Neighborhood Commercial	Strip Retail Plaza (<40k)		X		0
5	Mondragon Auto Repair	Coffee/Donut Shop w/ Drive-thru		X		0
6	MA20084	Fast-Food Restaurant w/ Drive-thru		X		0
7	MA20132	Automobile Sales (Used)		X		0
8	MA21214	Strip Retail Plaza (<40k)		X		0
9	Saddlehorn Ranch	Single-Family Detached Housing	X			31
10	Havana Investment Spec Building	Warehousing		X		0
11	Action Plumbing	Strip Retail Plaza (<40k)		X		0
12	Highland Park	Single-Family Detached Housing	X			97
13	Market Street Commercial	Convenience Store/Gasoline Station		X		0
		High-Turnover (Sit-Down) Restaurant				
		Fast-Food Restaurant w/ Drive-thru				
		Automated Car Wash				
14	Avalon Court	Single-Family Detached Housing	X			24
15	Emerald Ridge South	Single-Family Detached Housing	X			215
		Single-Family Attached Housing				
16	Emerald Ridge North	Single-Family Detached Housing	X			184
17	Rubidoux Commercial Development LLC	Business Park			X	0

Proj #	Project Name/Number	Land Use	Project Type			Residential Units
			Residential	Employment-Generating	Both	
18	Agua Mansa Commerce Park	High-Cube Transload and Short-Term Storage			X	150
		Multifamily Housing (Low-Rise)				
		Shopping Plaza (40-150k)				
19	MA17099	Single-Family Detached Housing	X			48
20	Bailey Building	Warehousing		X		0
21	La Rue Apartments	Multifamily Housing (Low-Rise)	X			80
22	Kiewit Infrastructure West	Warehousing		X		0
23	Mission Gateway Plaza & Mission Gateway Villas	Shopping Center (>150k)			X	68
		Multifamily Housing (Low-Rise)				
24	Karcher Industrial Project	Warehousing		X		0
25	Wheeler Trucking Inc.	Warehousing		X		0
26	Commercial Center	Strip Retail Plaza (<40k)		X		0
		Fast-Food Restaurant w/ Drive-thru				
27	West Coast Cold Storage	High-Cube Cold Storage Warehouse		X		0
56	SB2	High-Cube Fulfillment Center Warehouse		X		0
57	Holly Street Truck Terminal	Warehousing		X		**0**
	Total	Not applicable	Not applicable			2,112

1 JV = City of Jurupa Valley; R = City of Riverside
Source: Kimley Horn, 2022

Figure 4.13-1
MAP OF CUMULATIVE PROJECTS



Source: Kimley-Horn, July, 2022.

District at Jurupa Valley

Locations of Cumulative Projects

UltraSystems environmental•management•planning

4.14 Public Services

This section of the DEIR discusses the Project's impacts on public services including fire protection, police protection, schools, parks, and other public facilities. It describes the existing services and facilities in the Project area and analyzes: 1) if the existing public services and facilities would be sufficient to accommodate the Project; 2) the impacts of the Project on existing services and facilities; and 3) the Project's consistency with the applicable regulatory requirements related to the services.

4.14.1 Existing Conditions

Fire Protection Services

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to the City of Jurupa Valley including the Project site. The nearest fire station to the Project site is Rubidoux Fire Station at 5721 Mission Boulevard, approximately 0.4 miles to the west (RCFD, 2021).

Police Protection Services

The Riverside County Sheriff's Department (RCSD) provides law enforcement service to the City of Jurupa Valley including the Project site. The RCSD Jurupa Valley Station, at 7477 Mission Boulevard in the City of Jurupa Valley, serves the cities of Norco and Eastvale in addition to Jurupa Valley, as well as several communities in the northwest part of unincorporated Riverside County. The Jurupa Valley Station consists of patrol and investigative functions. (RCSD, 2022).

Schools

The Jurupa Unified School District (JUSD) provides K-12 public school services for the Project site. The Project site is in the attendance boundaries of the three schools listed below in **Table 4.14-1**. JUSD uses student generation factors shown below in **Table 4.14-2**.

Table 4.14-1
SCHOOLS SERVING THE PROJECT SITE

School and Address	Enrollment, 2021-22
Ina Arbuckle Elementary 3600 Packard Street	441
Mission Middle 5961 Mustang Lane	696
Rubidoux High 4250 Opal Street	1,524

Source: California Department of Education, 2022

Table 4.14-2
JURUPA UNIFIED SCHOOL DISTRICT STUDENT GENERATION FACTORS

	Single-Family Detached Units	Multi-Family Attached Units
Elementary	0.4500	0.3040
Middle	0.1288	0.0925
High	0.2599	0.1620
Total	**0.8387**	**0.5585**

Source: Cooperative Strategies, 2020 https://jurupausd.org/our-district/planning/Documents/Draft%20School%20Fee%20Justification%20Study.pdf#search=school%20fee%20justification

Parks

The Jurupa Area Recreation and Parks District (JARPD) builds and maintains parks, and offers recreation services, in the City of Jurupa Valley, including the Project site, and part of the City of Eastvale. No parks are present onsite; the nearest public parks to the Project site are described below in **Table 4.14-3** and shown on **Figure 4.14-1**. The Riverside County Regional Park and Open Space District operates several parks in the City of Jurupa Valley, described in **Table 4.14-3**. Additionally, several parks near the Project site are in the City of Riverside and are operated by the City of Riverside Parks, Recreation, and Community Services Department. A list of public parks near the Project site is listed in **Table 4.13-3**X in Section 4.15, *Recreation*.

Library

The Riverside County Library System (RCLS) serves much of Riverside County including the City of Jurupa Valley. RCLS has two facilities in the City of Jurupa Valley. The Louis Rubidoux Library is at 5840 Mission Boulevard, and the Glen Avon Library is at 9244 Galena Street. The Rubidoux Library has a collection of 62,500 items and 67 computers. The Glen Avon Library has a collection of 40,500 items and 18 computers (R&CS, 2020).

4.14.2 Notice of Preparation/Scoping Comments

Fire Protection Services

No comments regarding fire protection and emergency medical services were submitted during the DEIR scoping phase.

Police Protection Services

No comments respecting police facilities or police protection were submitted during the DEIR scoping phase.

Schools

The City of Riverside Public Works – Traffic Engineering Division, in a letter dated April 29, 2022, requested a school evaluation to determine where all students from the new housing will attend.

No other comments respecting schools were submitted during the DEIR scoping phase.

Parks

David Murray, Principal Planner with the City of Riverside Community Development Department, submitted a letter dated April 29, 2022, including the following comments regarding parks and recreation facilities:

- Parks, Recreation, and Community Services: impacts on City's parks, including mitigation measures for any recreational impacts.
- Consistency with the City's Trails Master Plan
- Discuss trail connection to local, County, and adjacent jurisdiction trail systems.
- Discuss the Mission Boulevard Bridge Replacement project and the trail facilities to be included in the District Plan to facilitate trail travel between the Project area and Riverside.
- Discuss the interface of development along the Santa Ana River to avoid turning our backs on the river. Impacts on views of the rivers and adjacent parks and open spaces from the 60 Freeway.
- Provide a call-out for the green line on the eastern edge of the industrial logistics land use.

No other comments respecting park facilities or services were submitted during the DEIR scoping phase.

Library

No comments regarding library facilities were submitted during the DEIR scoping phase.

4.14.3 Regulatory Framework

Federal

No federal plans, policies, regulations, or laws related to public services are applicable to the proposed Project.

State

California Code of Regulations, Title 24, Part 2, California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication date, which is established by the California Building Standards Commission. The most recent building standard adopted by the legislature and used throughout the state is the 2022 version of the CBC, often with local, more restrictive amendments that are based on local geographic, topographic, or climatic conditions. The CBC is updated on a three-year cycle, and the 2022 CBC took effect on January 1, 2023. The building standards in the California Building Code apply to all locations in California, except where more stringent standards have been adopted by state agencies and local governing bodies.

California Code of Regulations, Title 24, Part 9, California Fire Code

Requirements in the California Fire Code (CFC) are for building and equipment design, such as fire-rated construction, alarm systems, sprinkler systems, and means of egress; requirements for specific land uses, including airports, dry cleaners, gas stations, and automotive service businesses;

hazardous materials; fire flow requirements; and fire hydrant spacing. Other fire safety requirements of the CFC are related to the provision of fire resistance standards for doors, building materials, and particular types of construction, and clearance of debris within a prescribed distance from occupied structures within wildfire hazard areas. The CFC is updated on a three-year cycle, and the 2022 CFC took effect on January 1, 2023.

Mitigation Fee Act: California Government Code Sections 66000 et seq.

The Mitigation Fee Act (California Government Code Sections 66000 et seq.) authorizes local agencies to impose fees for public facilities as a condition of approval of a development project defraying all or part of the cost of public facilities related to the Project (California Legislative Information, 2023). Assembly Bill 2926 and Senate Bill 50

To assist in providing school facilities to serve students generated by new development projects, the State passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facility financing and reform program and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the number of funds that the district would be eligible to receive from the state. According to § 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district.

Level 1: Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new construction projects by a school district unless the district qualifies for a higher level of funding.

Pursuant to § 65995 of the California Government Code, as of February 2022 the statutory maximum Level 1 school fees that may be levied by a school district on new development is a maximum of $4.79 per assessable square foot of residential construction and a maximum of $0.78 per square foot of enclosed and covered space for commercial/industrial development. These rates are established by the State Allocation Board and may be increased to adjust for inflation based upon a statewide cost index for Class B construction. To implement Level 1 fees, the governing board of a school district must adopt a nexus study linking development impacts and the need for the construction of new facilities. Although not standard, such studies are frequently referred to as Developer Fee Justification Study.

Level 2: Level 2 fees allow the school district to impose developer fees above the statutory level, up to 50 percent of new school construction costs. To implement Level 2 fees, the governing board of

the school district must adopt a School Facilities Needs Analysis (SFNA) and meet other prerequisites in accordance with § 65995.6 of the California Government Code.

The purpose of an SFNA is to determine the need for new school facilities attributable to growth from new residential development (California Government Code § 65995.6). An SFNA documents that the district has met prerequisite eligibility tests and calculates the fee per square foot of new development. If the school district is eligible for state new construction funding, the state will match the Level 2 fees if funds are available.

Quimby Act

The Quimby Act (California Government Code § 66477) was established by the California Legislature in 1965 to preserve open space and parkland in rapidly urbanizing areas of the State. The Quimby Act allows cities and counties to establish requirements for new development to dedicate land for parks, pay an in-lieu fee, or provide a combination of the two. (See Section 4.15, Recreation for further discussion).

Local

City of Jurupa Valley Municipal Code

The City of Jurupa Valley Municipal Code Chapter 3.75 requires payment of a development impact fee to the City to assist the City in funding improvements to public facilities and/or to offset the incremental increase in the demand for public services that would be created by development projects.

City of Jurupa Valley General Plan

The City's General Plan Community Safety, Services, and Facilities Element (City of Jurupa Valley, 2017) includes policies addressing fire prevention and natural gas shutoff in case of emergencies. The specific policies outlined in the City's General Plan Community Safety, Services, and Facilities Element that are related to fire protection services that apply to the proposed Project, are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

Police Protection Services

No existing regulations address project impacts on police facilities.

Local

City of Jurupa Valley General Plan

The City's General Plan Community Safety, Services, and Facilities Element (City of Jurupa Valley, 2017) requires school districts to be involved in the review of development proposals to ensure adequate facilities. The specific policy outlined in the City's General Plan Community Safety, Services, and Facilities Element that is related to schools and applies to the proposed Project, is included in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

City of Jurupa Valley Municipal Code

City of Jurupa Valley Municipal Code § 7.25.020 requires the dedication of land and/or payment of fees for parks as a condition of approval of a tentative map or parcel map dividing the land for residential purposes. The dedication of land and/or fees shall be in the amount of three acres per 1,000 residents (Municode, 2023).

City of Jurupa Valley General Plan

The City's General Plan Conservation and Open Space Element (City of Jurupa Valley, 2017), includes policies addressing environmental resource protection, public facilities, parkland, recreation, and trail facilities. The specific policies outlined in the City's General Plan Conservation and Open Space Element that are related to parks and that apply to the proposed Project are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

Library

The City of Jurupa Valley Municipal Code Chapter 3.75 requires payment of a development impact fee to the City to assist the City in funding improvements to public facilities and/or to offset the incremental increase in the demand for public services that would be created by development projects, including libraries.

4.14.4 Methodology

Fire Protection Services

For the purpose of analyzing potential project impacts on fire protection services and facilities, existing fire protection services and facilities in the vicinity of the Project site were reviewed and identified. A discussion of existing fire protection services and facilities in the vicinity of the Project site is provided in **Section 4.11.a.2.2**.

In general, a project would be considered to have a significant impact on fire protection services if it requires the addition of a new fire station or expansion of existing fire protection facilities to accommodate the Project. Increased demand for fire protection services and facilities and resulting potential impacts as a result of the Project were evaluated based on 1) the estimated increases in population and employment-generating land uses to be generated by the Project, and 2) input received from the Riverside County Fire Department (RCFD; refer to **Appendix D19** for details).

Consultation with RCFD was conducted to determine the Project's effect on fire protection services. RCFD evaluates impacts related to fire protection services by taking into consideration a project's land use, needs related to fire protection services, project's adherence to recommended response distance and fire safety requirements, and project design features related to fire safety (such as project size, project components, required fire flow, fire hydrant sizing, access, and use and storage of hazardous materials). Based on these factors, the RCFD determines whether the addition of a new fire station or expansion of existing fire protection facilities is needed to accommodate the Project.

Police Protection Services

For the purpose of analyzing potential project impacts on police facilities, existing police protection services and facilities in the vicinity of the Project site were reviewed and identified. A discussion of existing police protection services and facilities in the vicinity of the Project site is provided above.

In general, a project would be considered to have a significant impact on police protection services if it requires the addition of a new police station or expansion of existing police protection facilities to accommodate the Project. Increased demand for police protection services and facilities and resulting potential impacts as a result of the Project were evaluated based on 1) the estimated increases in population and employment-generating land uses to be generated by the Project, and 2) input received from the Riverside County Sheriff's Department (RCSD; refer to **Appendix D19** for details).

Schools

Schools serving the Project site were identified using the Jurupa Unified School District's SchoolSite Locator webpage (JUSD, 2022). School enrollment information was obtained from the California Department of Education's *Dataquest* application (CDE, 2022). Project student generation was estimated using student generation factors from the School Fee Justification Study for the Jurupa Unified School District prepared by Cooperative Strategies in 2020 (Cooperative Strategies, 2020).

Parks

For the purpose of analyzing potential project impacts on parks facilities, existing park facilities in the vicinity of the Project site were reviewed and identified. A discussion of existing park facilities in the vicinity of the Project site is provided above.

4.14.5 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, in part, on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds and Significance Criteria related to aesthetics. Based on these significance thresholds, a project would have a significant impact on aesthetics if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i) Fire protection.

Under the City's local significance threshold, the project would have significant effects if: The project substantially affects Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

ii) Police protection.

Under the City's local significance threshold, the project would have significant effects if: The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.

iii) Schools.

Under the City's local significance threshold, the project would have significant effects if: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

iv) Parks.

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not off-set by the payment of development impact fees or the dedication of parkland.

v) Other Public Facilities (Library).

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.

4.14.6 Environmental Impact Analysis

Threshold a - i): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Under the City's local significance threshold, the project would have significant effects if: The project substantially affects Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

A-i-1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

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 fire protection services The following applies to the Project and would reduce impacts relating to fire protection services. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.14-1 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 4.14-2 The Project shall comply with the City's Municipal Code Chapter 3.75, which requires payment of a development impact fee to the City to assist in providing revenue 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. Prior to the issuance of a certificate of occupancy or final inspection, whichever comes first, the Project Applicant shall pay fees in accordance with Municipal Code Chapter 3.75.

PPP 4.14-3 The proposed Project will be designed and constructed in accordance with the California Fire Code as adopted, with certain amendments, by the City of Jurupa Valley in Chapter 8.10 of the City's Municipal Code.

Project Design Features (PDFs)

No project design features pertain to project impacts on fire facilities.

A-i.2 Impact Analysis

Project Construction

During the construction phase of the Project, there may be some fire hazards due to the exposure of combustible building materials like wood, coverings, and coatings in buildings under construction and stockpiles of materials. However, to ensure safe and healthful working conditions for workers during construction, the Occupational Safety and Health Administration enforces regulations for construction sites, which are included in the Code of Federal Regulations (CFR), Title 29, Part 1926. These regulations mandate that construction workers be trained in emergency response and fire safety operations, including monitoring and management of life safety systems. In addition, the Project would provide adequate fire suppression and firefighting equipment, sufficient water supply, and storage sites that would be free from unnecessary combustible materials, in compliance with safety requirements related to fire protection and prevention for construction sites listed in CFR Part 1926, Subpart F. The Project would also comply with federal, state, and local requirements for handling, use, storage, and disposal of hazardous materials.

It is expected that the Project's compliance with applicable regulatory requirements would result in impacts related to increased fire risk during construction being less than significant. Moreover, construction activities and staging areas would be confined within the Project site's boundary, and as such, the Project would not significantly affect the provision of fire protection services in the vicinity of the Project site during the construction phase.

Project Operation

The City General Plan considers the proposed Project as planned growth within the City. The General Plan Final EIR[55] stated that future development under the General Plan would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. It further stated that all new developments would be required to pay Development Impact Fees (DIF) to the City, concluding that there would be no significant impacts related to fire protection

[55] LSA. 2017, City of Jurupa Valley 2017 General Plan Final Environmental Impact Report, SCH #2016021025. April 17.

from implementation of the General Plan. Finally, the General Plan identifies the need for expanding public service by establishing Program CSSF 2.2, which would ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

The Project site is served by the Rubidoux Fire Station 38 at 5721 Mission Boulevard, approximately 0.4 miles to the west. Future development would be required 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. In addition, the proposed project would be required to comply with Municipal Code Chapter 3.75 and pay the City's DIF, which would ensure that the proposed project provides fair share funds for the provision of additional public services, including equipment and personnel for fire protection services, that future projects would utilize. In is anticipated that any additional of equipment to Station 38 could be accommodated within the existing facility and would not require the alteration or construction of new facilities. As such, construction of new or physically altered facilities would not be required, and impacts would be less than significant.

Level of Significance Before Mitigation: With the implementation of PPPs 4.14-1 through PPP 4.14-3, project impacts on fire protection would be less than significant.

A-i.3 Mitigation Measures

Mitigation is not required.

A-i.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold a - ii):	***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?***

Under the City's local significance threshold, the project would have significant effects if: The project substantially affects Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

A-ii.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.14-2 under Threshold a)- i) applies to this threshold including payment of development impact fees for the improvement of public facilities and/or to offset the incremental increase in the demand for public services that would be created by the Project.

Project Design Features (PDFs)

No project design features pertain to project impacts on police or Sheriff's Department facilities.

A-ii.2 Impact Analysis

Project Construction

Project construction demands on law enforcement services would be minor, mostly consisting of routine patrols on roadways in and abutting the Project site to deter theft of construction equipment and materials; and identifying and apprehending anyone suspected of such theft.

Project Operation

Project development would add approximately 1,192 housing units, 4,422 residents, approximately 3.013 million square feet of employment-generating land uses, and 3,243 jobs, which could increase the demand for RCSD services. The Project site is located in a developed area of the City that is routinely patrolled by the Sheriff's Department. Future development proposed by the project would be required to comply with Municipal Code Chapter 3.75 and pay the City's DIF, which would ensure that the proposed project provides fair share funds for the provision of additional public services, including equipment and personnel for police protection services. In is anticipated that any additional of equipment or personnel could be accommodated within the Sheriff's Department's existing facilities and would not require the alteration or construction of new facilities. As such, construction of new or physically altered facilities would not be required, and impacts would be less than significant.

Level of Significance Before Mitigation: With the implementation of PPP 4.14-2, project impacts on police protection would be less than significant.

A-ii.3 Mitigation Measures

Mitigation is not required.

A-ii.4 Level of Significance After Mitigation

Less than significant.

Threshold a - iii): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 schools?

Under the City's local significance threshold, the project would have significant effects if: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of

school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

A-iii.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

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 school facilities The following applies to the Project to reduce impacts on school facilities. This requirement is included in the Project's MMRP to ensure compliance:

PPP 4.14-4 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 as directed by SB 50.

Project Design Features (PDFs)

No project design features are relevant to project impacts on school facilities.

A-iii.2 Impact Analysis

The Project proposes the development of a net increase of 1,192 housing units. The proposed residential district would permit the development of both single-family and multiple-family units. The unit type split for the Project is unknown; this analysis assumes that half the proposed residential units would be single-family detached, and half multi-family attached (Gorham, Thomas. 2023). Project operation is estimated to generate 449 elementary school students, 132 middle school students, 251 high school students, and 833 total students, as shown below in **Table 4.14-3**. However, the existing Emerald Meadows Ranch Specific Plan and planned development for that plan was included and accounted for in the City's current General Plan (City of Jurupa Valley, 2017). The Project site is served by the JUSD. Development projects undertaken pursuant to the Specific Plan would pay development fees to the JUSD in accordance with SB 50. The payment of school impact fees constitutes complete mitigation under CEQA for project-related impacts on school services and on school capacity. Therefore, project impacts on school capacity would be less than significant.

Table 4.14-3
ESTIMATED PROJECT STUDENT GENERATION

	Single-Family Detached Units 596 Units		Multi-Family Attached Units 596 Units		Total
	Generation Factors	Students	Generation Factors	Students	
Elementary	0.4500	268	0.304	181	**449**
Middle	0.1288	77	0.0925	55	**132**
High	0.2599	155	0.162	97	**251**
Total	**0.8387**	**500**	**0.5585**	**333**	**833**

Source: Cooperative Strategies, 2020

Level of Significance Before Mitigation: With payment of SB 50 development fees under PPP 4.14-4, project impacts on school capacity would be less than significant.

A-iii.3 Mitigation Measures

Mitigation is not required.

A-iii.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold a - iv): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain an acceptable service ratio, response times or other performance objectives for parks?

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not off set by the payment of development impact fees or the dedication of parkland.

Impacts related to Parks are discussed in Section 4.15, Recreation of this EIR.

Threshold a - v): Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratio, response times other performance objectives for library services?

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.

A-v.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies and Programs (PPPs)

PPP 4.14-2 under Threshold a)- i) applies to this threshold including payment of development impact fees for the improvement of public facilities and/or to offset the incremental increase in the demand for public services that would be created by the Project.

Project Design Features (PDFs)

No design features pertain to project impacts on library facilities.

A-v.2 Impact Analysis

Project Construction

Project construction is not expected to impact library facilities.

Project Operation

Demands for library services are generated by the population in the libraries' service areas. Project development would add an estimated 4,422 residents to the Project site, thus increasing demand for library services. As shown in **Table 4.14-4**, there are two RCLS libraries within the City.

Table 4.14-4
RIVERSIDE COUNTY LIBRARY SYSTEM LIBRARIES IN JURUPA VALLEY

Library Branch and Location	Distance from Project Site	Hours of Operation	Services and Facilities
Glen Avon Library 9244 Galena Street Jurupa Valley, CA 92509	4.5 miles west	Sunday: Closed Monday-Tuesday: 10:00 a.m.–6:00 p.m. Wednesday: 12:00 p.m.–8:00 p.m. Thursday: 10:00 a.m.–6:00 p.m. Friday: 1:00 p.m.–5:00 p.m. Saturday: 10:00 a.m.–2:00 p.m.	• Computers • Wireless internet • Printing services • Meeting rooms • Study room
Louis Robidoux Library 5840 Mission Boulevard Jurupa Valley, CA 92509	0.75 miles southwest	Sunday: 1:00 p.m.–5:00 p.m. Monday-Wednesday: 10:00 a.m.–6:00 p.m. Thursday: 12:00 p.m.–8:00 p.m. Friday-Saturday: 10:00 a.m.–6:00 p.m. Saturday: 10:00 a.m.–2:00 p.m.	• Computers • Wireless internet • Printing services • Community room • Study room

Source: Riverside County Library System. Locations. Website: https://www.rivlib.net/locations. Accessed March 27, 2023.

Development projects in Jurupa Valley are required to pay development impact fees for library collection items and computers pursuant to Jurupa Valley Municipal Code Chapter 3.75. Projects built in accordance with the Specific Plan would pay the referenced development impact fees. Payment of such fees will provide funding to expand the library to support new development and would reduce impacts to less than significant.

Level of Significance Before Mitigation: With the payment of development impact fees for libraries pursuant to Jurupa Valley Municipal Code Chapter 3.75 (included in PPP 4.14-2), project impacts on library services would be less than significant.

A-v.3 Mitigation Measures

Mitigation is not required.

A-v.4 Level of Significance After Mitigation

Impacts would be less than significant without mitigation.

4.14.7 Cumulative Impacts

The geographic scope of the cumulative public services analysis is the service area of each of the providers serving the proposed Project. Because of differences in the nature of the public service topical areas, they are discussed separately.

Fire Protection Services

The geographical scope of the cumulative public services analysis is the boundaries of Riverside County Fire Department. Cumulative development in the surrounding area would be expected to increase the permanent residents and daytime population, which includes employees and visitors/patrons. The cumulative increase in population could in turn result in an increased demand for fire protection facilities. Similarly, the proposed business park and industrial land use could result in increased demand for fire protection.

To help offset the increased demand, the cumulative projects would be required to pay all applicable fees to the Riverside County Fire Department and CalFire. All developments would also be required to adhere to the California Fire Code, Part 9 of the California Building Standards Code (CBC) in terms of meeting standards for fire safety such as fire flow requirements for buildings, fire hydrant location and distribution criteria, automated sprinkler systems, and fire-resistant building materials.

With adherence to CBC Code sections and payment of applicable fees, cumulative projects would not result in the need for new or altered fire protection or emergency medical facilities. Thus, there would be a less than significant cumulative impact regarding the need for new or altered fire protection and emergency medical facilities. Additionally, as discussed above, the proposed Project's incremental contribution to the less than significant cumulative impact would not be cumulatively considerable.

Police Protection Services

The geographical scope of the cumulative public services analysis is the boundaries of the Riverside County Sheriff's Department. Cumulative development in the surrounding area could be expected to increase the permanent residents and daytime population, which includes employees and visitors/patrons. The cumulative increase in population could in turn result in an increased demand for police protection facilities.

To help offset the increased demand for police protection facilities, the cumulative projects would be required to pay applicable fees to the Riverside County Sheriff's Department. All developments would also be reviewed for impacts on law enforcement services and would be required to address any potential impacts with mitigation. Because demand for law enforcement services is highly dependent on a number of factors that vary substantially by project (clientele, hours of operation, crime prevention measures, etc.), it is unlikely that there would be substantial overlap in demand that

would result in a cumulatively significant impact such that new police protection facilities are necessary.

With payment of applicable fees, cumulative projects would not result in the need for new or altered police protection facilities. Thus, there would be a less than significant cumulative impact regarding the need for new or altered police protection facilities. Additionally, as discussed above, the proposed Project's incremental contribution to the less than significant cumulative impact would not be cumulatively considerable.

Schools

The geographical scope of the cumulative public services analysis is the boundaries of the JUSD. The cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, Cumulative Projects, are mostly commercial and industrial in nature, with only project S, T, U, W, and X being residential (see Exhibit 3-1). Cumulative development would increase the population and demand for educational facilities. The cumulative increase in population could in turn result in an increased demand for school facilities.

Other cumulative projects do not include any educational facilities. All cumulative developments would be required to pay DIF to the JUSD. In accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) as implemented by per California Government Code Section 65995, JUSD is authorized to levy a new construction fee per square foot of construction to fund the reconstruction or construction of new school facilities. Payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Under State law, this is the exclusive means of mitigating impacts to school facilities due to increased enrollment. As part of the Project entitlement process, the cumulative project applicants would be responsible for paying their fair share of these school facility fees.

With payment of applicable fees, cumulative projects would not result in the need for new or altered school facilities. Thus, there would be a less than significant cumulative impact regarding the need for new or altered school facilities. Additionally, as discussed above, the proposed Project's incremental contribution to the less than significant cumulative impact would not be cumulatively considerable.

Library

The geographic scope of the cumulative library facilities analysis is the RCLS. The cumulative projects listed in Chapter 3, Environmental Impact Analysis, Table 3-1, could increase the population and demand for library facilities.

However, with payment of applicable fees by the cumulative projects, there would be a less than significant cumulative impact related to potential increased use and physical deterioration of existing library facilities or the need for new or altered library facilities. Additionally, as discussed above, the proposed Project's incremental contribution to the less than significant cumulative impact would not be cumulatively considerable.

4.15 Recreation

This section of the DEIR discusses the Project's impact on public recreation and parks facilities. It describes the existing public recreation and parks facilities in the Project area and analyzes (1) if the existing parks and recreation facilities would be sufficient to accommodate the Project; (2) the impacts of the Project on existing parks and recreation facilities; and (3) the Project's consistency with the applicable City goals and regulatory requirements related to parks and recreation.

4.15.1 Existing Conditions

Park and Recreation Facilities Near the Project Site

The Jurupa Area Recreation and Parks District (JARPD) builds and maintains parks, and offers recreation services, in the City of Jurupa Valley, including the Project site, and part of the City of Eastvale. Nearby public parks are shown in **Figure 4.15-1**. No parks are present onsite; the public parks located within two miles of the Project site are described in **Table 4.15-1**. The Riverside County Regional Park and Open Space District (RCRPOSD) operates several parks in the City of Jurupa Valley also described in **Table 4.15-1** and shown on **Figure 4.15-1.**

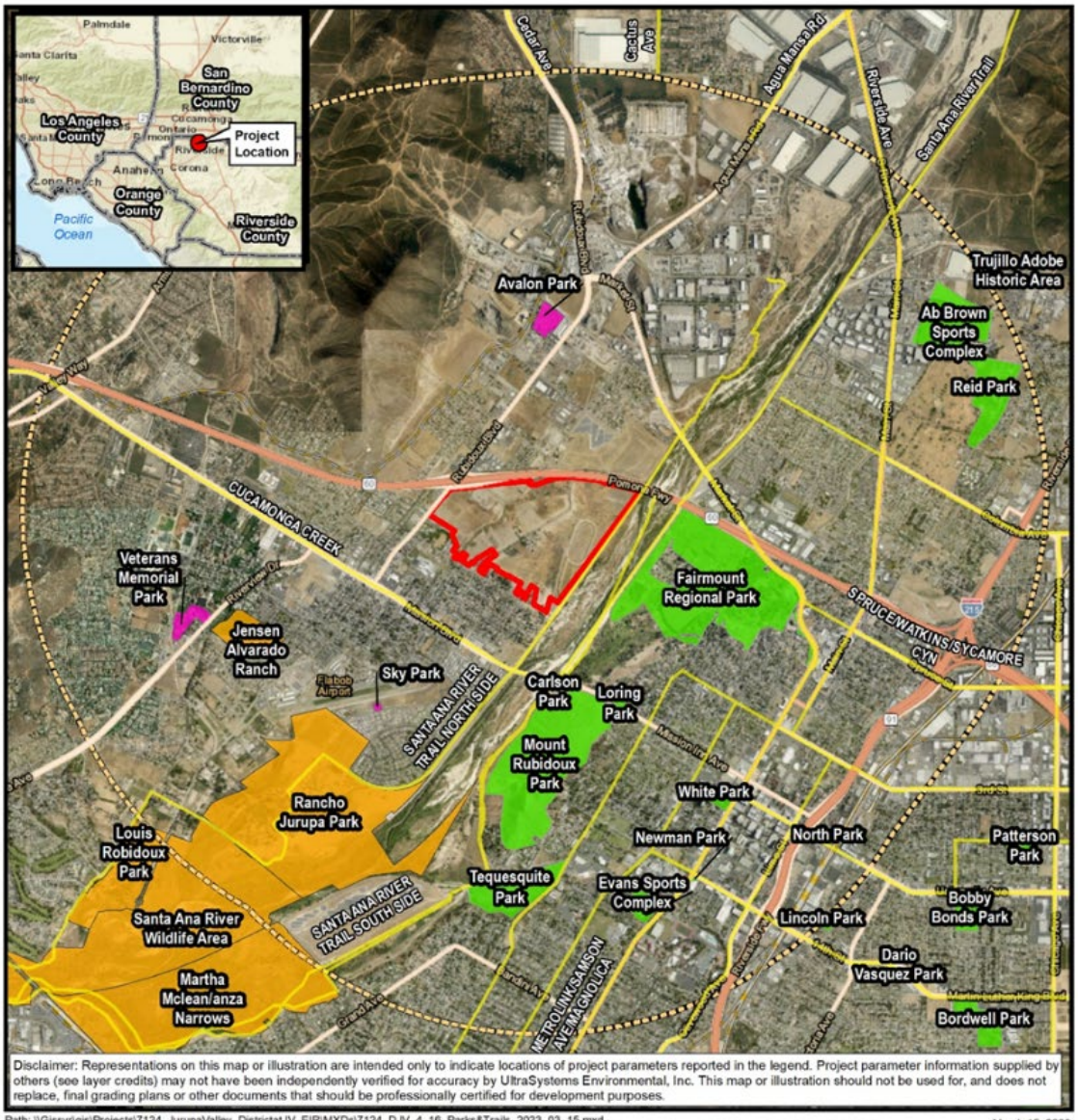
Table 4.15-1
PUBLIC PARKS NEAR THE PROJECT SITE

Park and Address	Acres	Amenities
Jurupa Area Recreation and Parks District		
Sky Park 5355 Mission Rock Way Jurupa Valley, CA 9259	0.5	Playground, picnic tables, outdoor half-basketball court, walking/jogging trail
Veterans Memorial Community Park 4389 Riverview Drive Jurupa Valley, CA 9259	10.2	Playground, picnic shelters, picnic tables, BBQs, baseball/softball fields, field lighting, outdoor half-basketball court, restrooms
Avalon Park/Wanamaker Gym 25 Avalon Street Jurupa Valley, CA 9259	10.0	Playground, picnic tables, baseball/softball fields, soccer fields, field lighting, outdoor half-basketball court, restrooms
Riverside County Regional Park and Open Space District		
Rancho Jurupa Regional Sports Park 5249 Crestmore Road Jurupa Valley, CA 92509	32.0	15 sports fields, a plaza with picnic shelters, restrooms, a snack bar, and two playgrounds
Rancho Jurupa Park and Campground 4800 Crestmore Road Riverside, CA 92509	309.0	Splash pad, a rock-climbing playground, miniature golf course, a disc golf course, two fishing lakes and two campgrounds
Martha McLean/Anza Narrows Park 5759 Jurupa Avenue Riverside, CA 92504	296.8	Picnic facilities, hiking, bicycle and equestrian trails, disc golf course (within 40 acres at the south end). Most of this is natural area.
Jensen-Alvarado Ranch Historical Park 4307 Briggs Street Riverside, CA 92509	30.0	Museum, historic home tours, picnic area, feed farm animals
Louis Robidoux Parkland and Pecan Grove (LRPPG) 5370 Riverview Drive Riverside, CA 92509	63.8	Public trails system, nature center, picnic facilities, historic pecan grove, tribal grinding rocks. Currently being renovated after 2019 fire.
Santa Ana River Wildlife Area	644.1	Natural area, undeveloped

Park and Address	Acres	Amenities
South of LRPPG and north of Martha McLean/Anza Narrows Park Rubidoux, Riverside, CA		
City of Riverside Parks, Recreation, and Community Services Department		
Fairmount Park 2601 Fairmount Boulevard Riverside, CA 92501	213.1	Golf course, tennis courts, barbecues, boat rentals, sailing and fishing, Santa Ana River Trail, playground, lawn bowling court, rose garden with a gazebo
Mount Rubidoux Park 4706 Mount Rubidoux Drive Riverside, CA 92501	158.8	Hiking trails and paved roads
Lincoln Park 4261 Park Avenue Riverside, CA 92507	3.3	Lighted basketball court, horseshoe courts, community center, playground and picnic facilities
Carlson Park 4700 Buena Vista Avenue, Riverside, CA 92506	1.77	Picnic tables, off-leash dog area and on-site parking. Historic site
North Park 3172 Mission Inn Avenue Riverside, 92507	1.3	Historic Site with arbor structure
Newman Park 378O 14th Street Riverside, CA 92501	0.4	De Anza Statue, Sport Hall of Fame – Historic Site
White Park 3936 Chestnut Street Riverside, CA 92501	5.3	Senior center, administration offices, Asian garden, picnic tables, restrooms, on-site parking and Botanic Garden (historic site)
AB Brown Sports Complex 3700 Placentia Lane Riverside, CA 92501	55.5	16 Soccer fields, restrooms, multi-purpose room, snack bar, on-site parking, covered picnic area
Loring Park 3687 Mt. Rubidoux Drive Riverside, CA 92501	2.5	Playground area, three covered picnic areas and picnic tables
Tequesquite Park (Ryan Bonaminio Park at Tequesquite Arroyo) 5000 Tequesquite Avenue Riverside, CA 92506	42.8	Baseball Fields, basketball courts, community garden, and fitness stations
Evans Sports Complex (Sam Evans) 4555 Magnolia Ave, Riverside, CA 92501	12.1	Lighted sports fields, playground, picnic tables, restrooms and onsite parking
Reid Park 701 N. Orange Street Riverside, CA 92501	42.7	Softball fields, basketball, tennis, and lighted sports field, soccer field, community center with gym, playground, pool, picnic tables, snack bar, barbeques, restrooms and on-site parking

Sources: JARPD, 2021; RCRPOSD, 2022; City of Riverside, 2022; County of Riverside, 2022. RJM Design Group, 2020; LRPPG Consortium, 2023.

Figure 4.15-1
NEARBY PUBLIC PARKS AND RECREATIONAL FACILITIES



Trails

A planned regional trail will pass along the east Project site boundary. The Santa Ana River Trail (SART), a paved multi-use trail, extends along the east side of the Santa Ana River on the west boundaries of Mt. Rubidoux Park and Fairmont Park. The segment of the SART passing near the Project site extends from the Santa Ana River Wildlife Area to Waterman Avenue in the City of San Bernardino in San Bernardino County, approximately 20 miles in length (County of Riverside, 2022).

4.15.2 Notice of Preparation/Scoping Comments

The following comment was received from David Murray, Principal Planner at the City of Riverside:

Parks, Recreation, and Community Services:

- Impacts on City's parks, include mitigation measures for any recreational impacts.
- Consistency with the City's Trails Master Plan
- Discuss trail connection to local, County and adjacent jurisdiction trail systems.
- Discuss the Mission Boulevard Bridge Replacement project and the trail facilities to be included in the District Plan to facilitate trail travel between the Project area and Riverside.
- Discuss the interface of development along the Santa Ana River to avoid turning our backs on the river. Impacts on views of the rivers and adjacent parks and open spaces from the 60 Freeway.
- Provide a call-out for the green line on the eastern edge of the industrial logistics land use.

No other comments respecting recreation facilities were submitted during the DEIR scoping phase.

4.15.3 Regulatory Framework

Federal

No federal regulations pertain to this issue area.

State

The Quimby Act

The California Legislature first established the Quimby Act in 1975. Per the Quimby Act, California allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, the dedication of land, the payment of a fee in-lieu of dedication, or a combination of both for park and recreational purposes (California Government Code § 66477). This legislation establishes maximum parkland dedication standards for new subdivision development unless the amount of existing neighborhood and community parkland exceeds the limit. In the City of Jurupa Valley, the Quimby Act is implemented via City of Jurupa Valley Municipal Code Chapter 3.75, which requires developers to pay development impact fees to the City for acquisition and/or construction of certain public facilities. The Quimby Act permits the City to require parkland dedications not to exceed three acres of parkland per 1,000 persons residing in a subdivision, and/or in-lieu fee payments for residential development projects.

Local

City of Jurupa Valley Municipal Code

City of Jurupa Valley Municipal Code Chapter 3.75 requires payment of a development impact fee to the City to assist the City in funding improvements to public facilities and/or to offset the incremental increase in the demand for public services that would be created by development projects.

City of Jurupa Valley Municipal Code § 7.25.020 sets forth a standard of three acres of parkland per 1,000 persons; the City Council can increase that standard to up to five acres per 1,000 persons if a parks and recreation plan determines that the existing amount of neighborhood and community park areas exceeds three acres per 1,000 persons (Municode, 2023). Developers of subdivisions are required to dedicate land and/or pay in-lieu fees for parks.

City of Jurupa Valley General Plan

The City's General Plan Conservation and Open Space Element and Land Use Element (City of Jurupa Valley, 2017), both include policies addressing environmental resource protection, public facilities, parkland, recreation, and trails facilities. The specific policies outlined in the City's General Plan that are related to parks and that apply to the proposed Project are listed in the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

4.15.4 Methodology

For the purpose of analyzing potential project impacts on public services and facilities, existing public services and facilities in the vicinity of the Project site were reviewed and identified. A discussion of existing public recreational facilities in the vicinity of the Project site is provided above. Potential project impacts on recreation and parks were evaluated based on 1) the estimated increase in population to be generated by the Project and 2) anticipated increased demand for park and recreation service generated by the Project and its effect on existing level of service. The analysis of project impacts related to recreation and parks also evaluates project consistency with the standards and regulations set forth in regulatory documents such as the City of Jurupa Valley Municipal Code, the Quimby Act, and the City's General Plan, described above.

4.15.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, set forth the following significance thresholds for recreation resources impacts. The Project would have a significant impact related to recreation if it would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;

Under the City's local significance threshold, the project would have significant effects if: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in 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.

or

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Screening Criteria: If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Under the City's local significance threshold, the project would have significant effects if: A project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

4.15.6 Environmental Impact Analysis

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?

Under the City's local significance threshold

the project would have significant effects if: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in 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.

Or

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?

Screening Criteria: If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Under the City's local significance threshold, the project would have significant effects if: A project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

A.1 & B.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

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 recreation. The following applies to the Project and would reduce impacts on recreational resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.15-1 Funding for Parks Required from New Development. The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.5 requiring new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.

PPP 4.15-2 Parkland Dedication Required for New Residential Subdivisions. The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.6 requiring that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions.

PPP 4.15-3 Required Dedication and/or Fees. The Project must dedicate land and/or pay in-lieu fees for parks pursuant to City of Jurupa Valley Municipal Code § 7.25.020.

Project Design Features (PDFs)

There are no specific project design features relevant to project impacts on recreation.

A.2 & B.2 Impact Analysis

Project Construction

Construction of the Project would introduce construction jobs and therefore construction workers on the Project site. However, construction jobs created by the Project would not result in substantial population growth in the Project area because construction jobs are temporary.

The nearest existing park to the Project site is Avalon Park at 25 Avalon Street, approximately 1.1 miles to the north by road. It is unlikely that project construction workers would drive to nearby parks during their lunch breaks, and construction workers are not expected to use nearby parks during evenings and weekends when they would not be working onsite. Construction impacts, such as air quality, noise, and traffic, on parks are not expected due to the distances of parks from the Project site. Fairmont Park, for example, is approximately 1,150 feet southeast of the Project site, opposite the Santa Ana River. Construction impacts under threshold a) would be less than significant.

The Specific Plan's Open Space Land Use Area includes open space areas and proposed neighborhood parks, urban parks, recreational facilities, community centers, play areas, greenbelts, and off-street trails. In addition to the Open Space Land Use Areas identified, residential development will incorporate private and common areas that will expand and connect to the open space areas, and other adjacent uses (City of Jurupa Valley, 2022; Section 2, p. 8). The Project open space plan is presented as **Figure 2.4-8** in **Section 2.0** of this DEIR.

These Open Space Land Use areas would require construction of any physical features that are proposed to be constructed during Phase II of the Project. The neighborhood park construction in conjunction with any new residential development would be substantially complete prior to the issuance of a certificate of occupancy of the 75th percentile of residential units in the Residential Land Use Area. However, the precise location, design, and amenities provided in the Open Space Land Use Areas will be determined by the implementing projects. (City of Jurupa Valley, 2022; Section 2, p. 8).

The future design and locations of these facilities will be determined through subsequent site development permits and will comply with the City's and the Specific Plan development standards. Potential adverse physical effects on the environment that may occur from construction of these facilities could include temporary short-term impacts common from construction activities such as air quality, hazards and hazardous materials, greenhouse gases, and noise. However, these impacts would be temporary and localized during construction of any proposed recreational facilities. Furthermore, relevant PPPs and specific mitigation measures to offset those impacts are discussed in Sections 4.2, 4.7, 4.8, and 4.12 of this DEIR, and will be implemented for the construction of any recreation facilities. Therefore, physical impacts on the environment under threshold b) are not expected to be adverse and would be less than significant.

Project Operation

The Project proposes development of 1,192 residential units. The average household size in Jurupa Valley is 3.71 persons (CDF, 2021). Thus, at project buildout, the residential units are estimated to house 4,422 persons. The estimated number of residents in the Project at buildout would not exceed the population projection in the adopted General Plan. At the City standard of three acres of parkland per 1,000 persons, the Project would generate a need for approximately 13.3 acres of parkland.

The Specific Plan includes Open Space Use as a component of the Residential Land Use. The open spaces areas include neighborhood parks, recreational facilities, community centers, play areas, greenbelts, and off-street trails. The Open Space area also incorporates landscape buffers and other water quality management practices to treat stormwater. Community pedestrian and multi-use trails are planned along streets and the Santa Ana River. The Specific Plan accommodates the area for a future multi-use path (Class I) along the Santa Ana River and will implement an on-street bicycle lane (Class I) along Rubidoux Boulevard, A Street and B Street. Off-street bicycle paths will be incorporated south of the Industrial, and within the Residential (City of Jurupa Valley, 2022; pp. 7, 12, and 13).

The Specific Plan would include a combination of park dedication, community improvements associated with the residential development, as well as payment of in-lieu fees to meet parkland requirements. In addition to the Open Space Areas identified, residential development will incorporate private and common areas that will expand and connect to the open space areas, and adjacent uses. The location of these facilities will be determined with subsequent site development permits and will comply with the development standards included in the Specific Plan.

The Project would include 11.1 acres of open space, leaving a remaining requirement for 2.1 acres of parkland or open space to meet City standards. The Project would be required to dedicate parkland and/or pay in-lieu fees for acquisition and/or improvement of parkland pursuant to City of Jurupa Valley Municipal Code Section 7.25.020. Impacts would be less than significant after dedication of parkland and/or payment of in-lieu fees.

Level of Significance Before Mitigation: With implementation of PPP 4.15-1, Funding for Parks Required from New Development; PPP 4.15-2, Parkland Dedication Required for New Residential Subdivisions; and PPP 4.15-3, Required Dedication and/or Fees, impacts on park facilities would be less than significant.

A.3 & B.3 Mitigation Measures

No mitigation is required.

A.4 & B.4 Level of Significance after Mitigation

Impacts would be less than significant without mitigation.

4.15.7 Cumulative Impacts

The area considered for cumulative impacts to recreation facilities is the JARPD service area, which spans the City of Jurupa Valley and part of the City of Eastvale. The analysis here focuses on the part of JARPD's service area within the City of Jurupa Valley. The population of the City of Jurupa Valley is forecast to increase by 17,700, or 17.7 percent, between 2016 and 2045. At the City's standard of three acres of parkland per 1,000 persons such growth would generate a need for approximately 53.1 acres of parkland. Other projects would be required to dedicate parkland and/or pay in-lieu fees pursuant to City of Jurupa Valley Municipal Code §7.25.020. Cumulative impacts would be less than significant after dedication of parkland and/or payment of fees, and project impacts would not be cumulatively considerable.

4.16 Transportation

With the adoption of Senate Bill (SB 743) in 2013, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. Prior to the adoption of this law, the State CEQA Guidelines evaluated traffic impacts using a metric called "Level of Service" (LOS), which defines how well vehicle traffic flows along a roadway. If the amount time it takes to get through an intersection is beyond a certain amount of time, the mitigation measures to reduce that time typically included increasing the vehicle capacity of the roadway to accommodate more vehicles by widening or adding more travel lanes to the roadway.

Under the new law, the effectiveness of the roadway system is now evaluated a metric called "Vehicle Miles Traveled" (VMT), which measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto the roadway system, the project may cause a significant transportation impact. The intent of the new law is to reduce the reliance on passenger vehicles by increasing opportunities for other modes of travel, such as mass transit, bicycles, and walking. In practice, reducing the amount of vehicle miles traveled would reduce the amount of greenhouse gas emissions emitted by vehicles. Because greenhouse gas emissions are a major contributor to climate change, the negative impacts caused by climate change would be reduced.

This section evaluates the potential transportation impacts that would be generated by the Project by determining if the Project would:

- Conflict with existing programs, plans, ordinances, or policies addressing the performance of the City's transportation system (for both motorized and non-motorized modes of travel) relating to reducing VMT.

- Conflict with CEQA Guidelines section 15064.3(b), whose purpose is to evaluate VMT's impacts on the environment.

- Increase hazards due to a roadway's geometric design; and

- Interfere with emergency access.

Information in this section is based, in part, on the following technical reports:

- *District at Jurupa Valley Traffic Impact Analysis* (TIA) completed by Kimley-Horn dated July 2022 (Kimley Horn, 2022a). A complete copy of the TIA is included as **Appendix D20** to this DEIR.

- *SB 743 VMT Analysis for Districts at Jurupa Valley in the City of Jurupa Valley*, completed by Kimley Horn in January 2023 (Kimley Horn, 2023d); a complete copy of this report is included as **Appendix D21** of this DEIR.

- *Traffic Analysis Memorandum for the proposed District at Jurupa Valley in the City of Jurupa Valley, CA*, completed by Kimley Horn on May 11 2023 (Kimley Horn 2023c). A complete copy of this report is included as **Appendix D22** of this DEIR.

4.16.1 Existing Conditions

The Project site abuts the SR-60 right-of-way to the north, 34th Street to the south, Santa Ana River to the east, and Rubidoux Boulevard to the west. The southern border of the Specific Plan area is irregular and does not include a majority of the existing uses along 34th Street. The surrounding area is characterized as predominantly vacant land, with limited previous development of older residential properties. The surrounding neighborhoods have been developed over time with residential, commercial, and industrial uses.

Access to the site is primarily from Frontage Road, 30th Street, Hall Avenue, Rubidoux Boulevard, 34th Street and Wallace Street. These existing public streets are paved roads with varying widths though not all roads have curb, gutter, or sidewalks. The existing residences within the Project site take direct access from Wallace Street.

Roadways

Roadways in and near the Project site are described below in **Table 4.16-1.**

Table 4.16-1
EXISTING ROADWAYS IN AND NEAR THE PROJECT SITE

Description	Number of Lanes	Sidewalks?	Bike Lane?
Wallace Street (N/S)	2 undivided	No	No
Hall Avenue (N/S)/ 30th Street (E/W)	2 undivided	Not onsite; yes, on bridge over SR-60	No
Rubidoux Boulevard (N/S)	4 with two-way median turn lane	Yes, both sides	No
34th Street (E/W)	2 undivided	No	No
SR-60 (E/W)	8-lane freeway	Not applicable	Not applicable
Frontage Road (E/W)	2 undivided	No	No
Mission Boulevard (E/W)/Santa Ana River (N/S). Replacement of the Mission Boulevard Bridge over the Santa Ana River—approximately 0.3 mile south of the southeast corner of the Project site—is planned by Riverside County. The project is scheduled to start construction in Winter 2023 and be completed in Winter 2026 (RCTD, 2023).	4 travel lanes, with a 12-foot multipurpose trail with barrier separation from vehicular traffic on the south side of the bridge, and two eight-foot shoulders.	Yes	Yes

Sources: UltraSystems 2023; Google Maps 2023

Public Transit Service

The Riverside Transit Agency (RTA) provides public transit bus service in the Project region. Two routes pass near the Project site as shown in **Figure 4.16-1**, *Transit Route #29*, and **Figure 4.16-2,** *Transit Route #49***.**

Bicycle Routes

No existing bicycle facilities are mapped in or near the Project site on the *City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians* (CMPBP), except for the Santa Ana River Trail on the City of Riverside side of the Santa Ana River.

Pedestrian Facilities

No sidewalks are present in the interior of the Project site. The only sidewalks on the site perimeter are on Rubidoux Boulevard and a short segment on the SR-60 Frontage Road.

4.16.2 Notice of Preparation/Scoping Comments

David Murray, principal planner with the City of Riverside submitted a letter dated April 29, 2022, that included the following comments:

- Discuss consistency with the City [of Riverside]'s Trails Master Plan. This topic is discussed in Section 4.15.6, *Environmental Impact Analysis*, in **Section 4.15**, *Recreation*.
- Discuss trail connection to local, County and adjacent jurisdiction trail systems. This topic is discussed in **Section 4.15**, *Recreation*.
- Discuss the Mission Boulevard Bridge Replacement project and the trail facilities to be included in the District Plan to facilitate trail travel between the Project area and Riverside. This topic is discussed in **Section 4.16.1**, *Existing Conditions*, above.

Frank Wen, Manager, Planning Strategy Department at the Southern California Association of Governments (SCAG) submitted a letter dated April 27, 2022, asking for analysis of project consistency with the 2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or *Connect SoCal*). This topic is addressed in **Section 4.10**, *Land Use and Planning*.

4.16.3 Regulatory Framework

The analysis is this section considers the Project's compliance with the following regulations.

Federal

There are no federal regulations that are applicable to the topic of transportation in the City of Jurupa Valley.

State

Senate Bill 743 and VMT-Based Analyses

Senate Bill 743 (Steinberg, 2013), codified in PRC § 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. In 2018, 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, no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

Regional

Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal)

In 2020, SCAG adopted the 2020-2045 RTP/SCS, (called *Connect SoCal*), which presents a vision for the region in 2045. *Connect SoCal* is a major planning document for the southern California regional transportation and land use network. It balances the region's future mobility and housing needs with economic, environmental and public health goals. *Connect SoCal* has goals that would build more than 20 miles of light rail, creating a rail backbone to serve the entire region, accommodate 51 percent of all future housing near major transit stations and corridors, and would replace gas taxes with mileage-based user fees to ensure a long-term sustainable funding mechanism that isn't eroded by rising fuel efficiency and construction costs. (SCAG, 2020b, p. 2).

Local

City of Jurupa Valley General Plan Mobility Element

The General Plan Mobility Element (City of Jurupa Valley, 2017) 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 the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

City of Jurupa Valley Municipal Code

Pursuant to Section 5.2, *Applicability & Interpretation*, of the Specific Plan, all development within the Specific Plan area shall comply with the requirements and standards set forth in the Specific Plan document. If conflicts exist between the standards contained in the Specific Plan, Zoning Ordinance or Municipal Code, the regulations, and standards in the Specific Plan shall take precedence. Any area of development standards, administration, review procedures, landscaping requirements, sign requirements, parking requirements, and regulations not expressly addressed by the Specific Plan shall be subject to the provisions of the Municipal and Zoning Code, using the context and objectives of the Specific Plan as a guide.

City of Jurupa Valley Traffic Impact Analysis Guidelines

City of Jurupa Valley Traffic Impact Analysis Guidelines Methodologies and Requirements for General Plan Compliance Analysis and CEQA VMT Analysis, November 2020, (TIA Guidelines), provide instructions for analyzing the transportation impacts of proposed development projects. The TIA Guidelines present the recommended format and methodology for preparing a VMT analysis consistent California law.

City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians (CMPBP)

The Circulation Master Plan for Bicyclists and Pedestrians (CMPBP), adopted by the City in 2018, makes recommendations for bicycling and pedestrian facilities. The CMBPB recommends a new Class III bike lane, 0.6 miles in length, between 34th Street and Hall Avenue.

City of Jurupa Valley Traffic Safety Plan

In March 2021, the City of Jurupa Valley completed a Complete Streets Safety Assessment (CSSA) study to assess different locations within the City in an aim to improve pedestrian and bicycle safety, and to enhance walkability. One of the selected corridors included 34th Street from Rubidoux Boulevard to Crestmore Road with the primary goals to review safe walking and crossing, eliminating speeding, and creating pedestrian shortcuts.

Suggestions for improvements from the study affecting the Project also included:

- Consider installing traffic calming devices at the one-third points between Rubidoux and Wallace, as well as Daly Avenue intersection to reduce speeds on 34th to improve walkability.
- Implementation of a walkway on the south side and require that all street parking use the north side.
- Need for all-weather walkway due to pedestrian access to school from Arora / 35th. Implement a minimum 8' paved walkway.
- Preserve accessibility for the walkway between 34th and 35th along east edge of Mt. Calvary churchyard; and
- Creating an alternative cross-section along 34th Street and other low-volume rural roadways.

The CSSA study area included areas for planned improvement into the Specific Plan Area at the intersection of Wallace and 34th Street as well as some of the project frontage along 34th Street.

4.16.4 Methodology

The analysis in this section is based on the City of Jurupa Valley Traffic Impact Analysis Guidelines Methodologies and Requirements for General Plan Compliance Analysis and CEQA VMT Analysis, November 2020, (TIA Guidelines), which provide instructions for analyzing the transportation impacts of proposed development projects. The TIA Guidelines present the recommended format and methodology for a VMT analysis.

4.16.5 Thresholds of Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, sets forth the following significance thresholds and criteria for transportation impacts. The Project would have a significant impact related to transportation if it would:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network, pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact Note: Level of Service (LOS) is not required to be analyzed under this threshold.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

Under the City's local significance threshold, the project would have significant effects if: Projects that cannot be screened out through the steps outlined in the City of Jurupa Valley Traffic Impact Guidelines as specified in the CEQA Assessment- VMT Analysis section, will require additional analysis in order to determine if a project exceeds the following thresholds of significance:

Under the City's local significance threshold, the project would have significant effects if:

1. Project VMT Impacts:

A project would result in a significant project generated VMT impact if, in the Existing Plus Project scenario, its net VMT per capita (for residential projects) or per employee (for office and industrial projects) exceeds the City's average VMT. The City's average VMT per service population shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.

2. Cumulative VMT Impacts:

If a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT if:

a) For residential projects, its net VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year

b) For office and industrial projects its net VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

c) For all other land development project types, a net increase in VMT in the RTP/SCS horizon-year would be considered a significant impact.

d) Transportation projects that reduce, or have no impact on, vehicle miles travelled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impacts consistent with CEQA and ither applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may be tier from that analysis as is provided in Section 15152.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department, may have a significant impact.

d) Result in inadequate emergency access.

Under the City's local significance threshold, the project may have a significant impact if:

1. The project blocks roadways that provide emergency vehicle access during construction; or

2. The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

The Significance Criteria used to determine the level of impact are identified under each threshold in the analysis that follows. Additionally, as part of the process to determine if a project creates a significant impact, the City considers if Plans, Policies, Programs (PPPs), and Project Design Features (PDFs) apply to the project, thus reducing impacts.

Plans Policies and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs (PPPs) applied to the Project on the basis of federal, state, or local law currently in place that effectively reduce environmental impacts. If applicable, they will be identified in the Impact Analysis section below.

Project Design Features (PDFs)

If a project includes within its project scope features or construction techniques that minimize environmental impacts, those features can be incorporated into the Project description as project design features (PDFs). Examples of PDFs include, but are not limited to, installation of solar panels, implementation of energy efficient design standards, use of zero emission equipment and vehicles, or a site design that creates or maintains open space. Because PDFs are incorporated into the Project, they do not constitute mitigation measures. Even so, PDFs are incorporated into the Mitigation Monitoring and Reporting Program to ensure that they are implemented as a part of the Project conditions of approval.

4.16.6 Environmental 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?***

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network, pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact Note: Level of Service (LOS) is not required to be analyzed under this threshold.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the Project related to Threshold a.

Project Design Features (PDFs)

The Project incorporates community serving pedestrian and bicycle pathways through a multi-use trail and sidewalks along A and B Streets as previously shown on **Figure 4.16-4**. The pedestrian and bicycle pathways are setback from the curb within a landscape parkway that provides a pedestrian friendly environment. See **Figure 4.16-5: Modified Arterial Cross Section (A Street & B Street) and Figure 4.16-6: Industrial Collector Cross Section (B Street).**

PDF 4.16-1 The project shall provide, if approved by the City Engineer, Class III bike route along Crestmore Road from 34th Street to Mission Boulevard by placing bike route signs and optional shared roadway markings (sharrow) along Crestmore Road.

PDF 4.16-2 The County of Riverside, in cooperation with the Cities of Riverside and Jurupa Valley, proposes to replace the existing Mission Boulevard Bridge over the Santa Ana River near Mount Rubidoux in Riverside County. The proposed County project will accommodate two 12-ft lanes, two 14-ft lanes, two 8-ft shoulders and a 4-ft median. A 12-ft multipurpose trail with barrier separation from vehicular traffic will be located along the south side of the bridge in lieu of standard sidewalks on each side. This will provide a connection to Santa ana River Trail via Mission Boulevard.

PDF 4.16-3 The project shall provide up to 7,800 linear feet of pedestrian street improvements in coordination with the City. The City Engineer can approve alternative design with future street improvements that provide pedestrian connections as intended in the City of Jurupa Valley Complete Streets Safety Assessment, dated November 2021. Such alternative design can consider using the on-street parking on the north shoulder for a 4-foot pedestrian sidewalk. On the south side between the pavement edge and front yard fence lines, an alternative design could install a standard 4-foot sidewalk protected from traffic with a raised feature such as an intermittent asphalt dike.

PDF 4.16-4 All future projects will incorporate the following design improvements as applicable, which include, but are not limited to improving streets with curb, gutter sidewalk,

and landscaping; traffic calming devices; and multi-use pedestrian trails and bike paths/lanes.

A.2 Impact Analysis

According to the City's CEQA Guidelines, transportation impacts may be significant if a project would conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks). A significant transportation impact could occur if the proposed project would conflict with the General Plan Mobility Element or other adopted transportation programs, plans, ordinances, or policies, such as the City's Bicycle Master Plan.

Public Transit Impact Analysis

As shown in **Figure 4.16-1**, *Transit Route #29*, and **Figure 4.16-2**, *Transit Route #49*, two RTA bus routes pass near the Project site: Route #29 on Rubidoux Boulevard and Route #49 on Mission Boulevard. The existing bus stop on northbound Rubidoux Boulevard at the intersection with Frontage Road would be relocated south to the intersection of Rubidoux Boulevard and proposed "A" Street. The Project is proposing additional bus stops within the boundaries and those future bus stops would be placed in locations as approved by the RTA during as part of the site specific planning phases so additional bus services serving the Project site could be available by RTA upon the opening of new businesses and residences.

Route #29 operates between the Cities of Eastvale, Jurupa Valley, and Riverside, traveling through Jurupa Valley along Limonite Avenue, Rubidoux Boulevard, and Market Street in the project vicinity. Route 29 operates on weekdays from approximately 5:10 AM to 9:50 PM with approximately 80-minute headways (the time between bus arrivals) and on weekends from approximately 5:55 AM to 9:10 PM with approximately 70-minute headways.

Route# 49 operates between the City of Jurupa Valley and City of Riverside, traveling along Mission Boulevard in the project vicinity. Route 49 operates on weekdays from approximately 5:55 AM to 9:00 PM with approximately 60-minute headways (the time between bus arrivals) and on weekends from approximately 6:20 AM to 8:30 PM with approximately 50-minute headways.

Figure 4.16-1
Transit Route #29

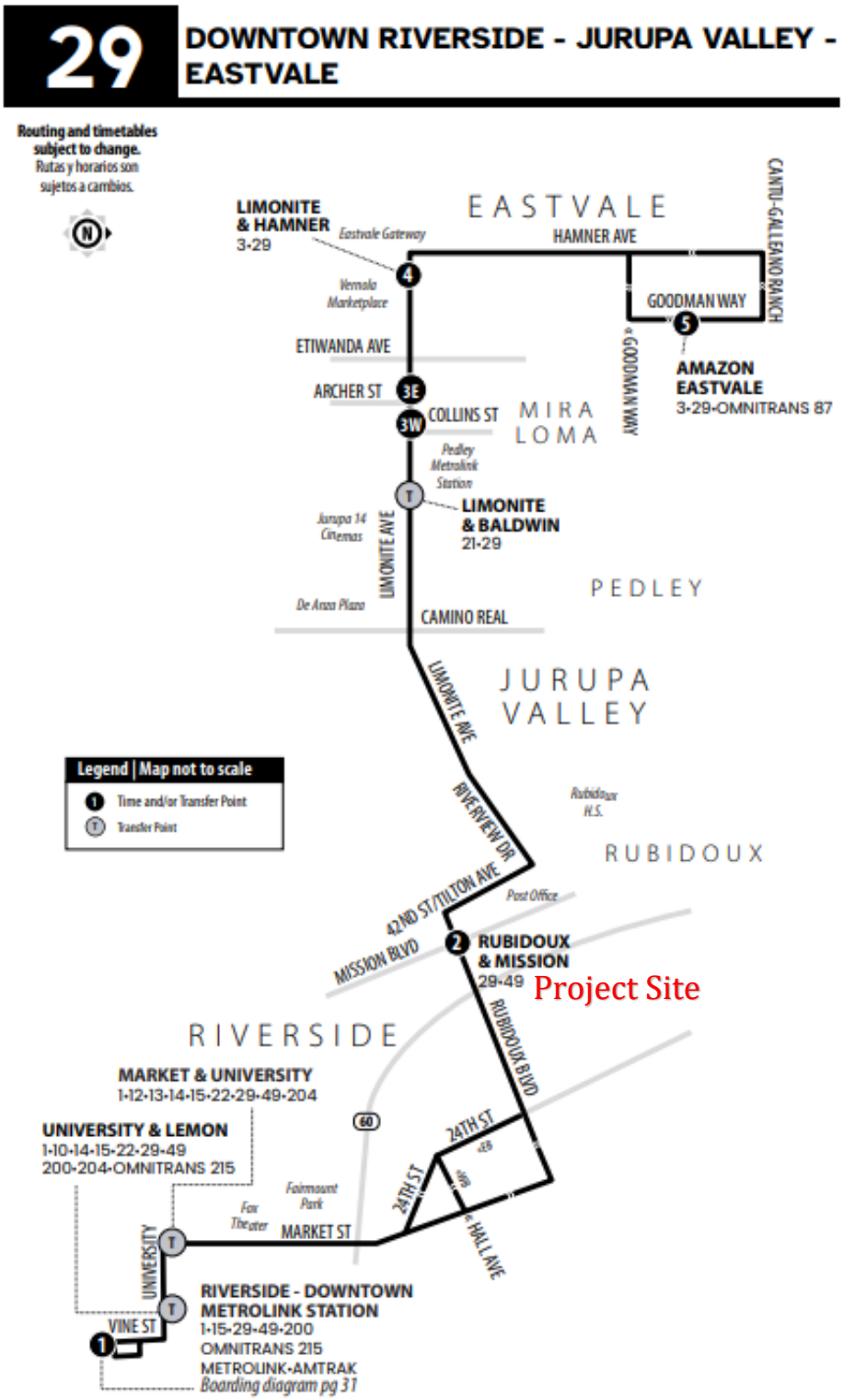
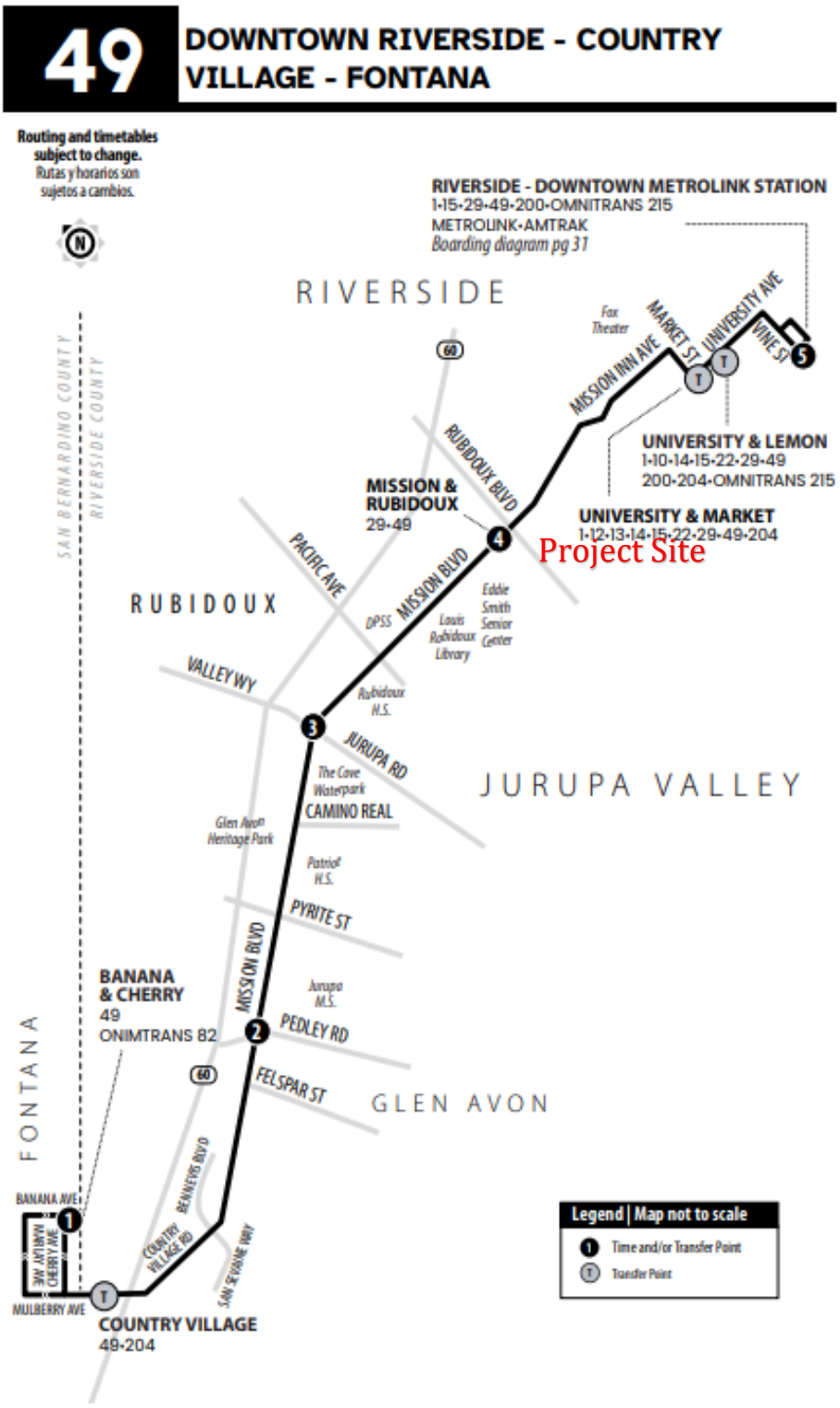


Figure 14.16-2
Transit Route #49



The internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards. (See **Figure 4.16-3** through **Figure 4.16-6**).

Conceptual street cross-sections illustrate the street improvements and parkways. Due to the mix of industrial, commercial, and residential land uses, special attention to directing truck traffic away from residential uses have been incorporated into the Circulation Plan. Circulation improvements include the following:

Improving streets with curb, gutter sidewalk, landscaping, and may include bike lanes. (See **Figure 4.16-3** as an example).

Street designs would discourage trucks from entering or traveling through the Residential Land Use Area or on existing 34th Street through the use of traffic calming devices including roundabout circles and overhead barriers. Calming devices will include a gateway treatment at A Street along Rubidoux Boulevard, which will have height restriction element; (See **Figure 4.16-5**, *Gateway Treatment).*

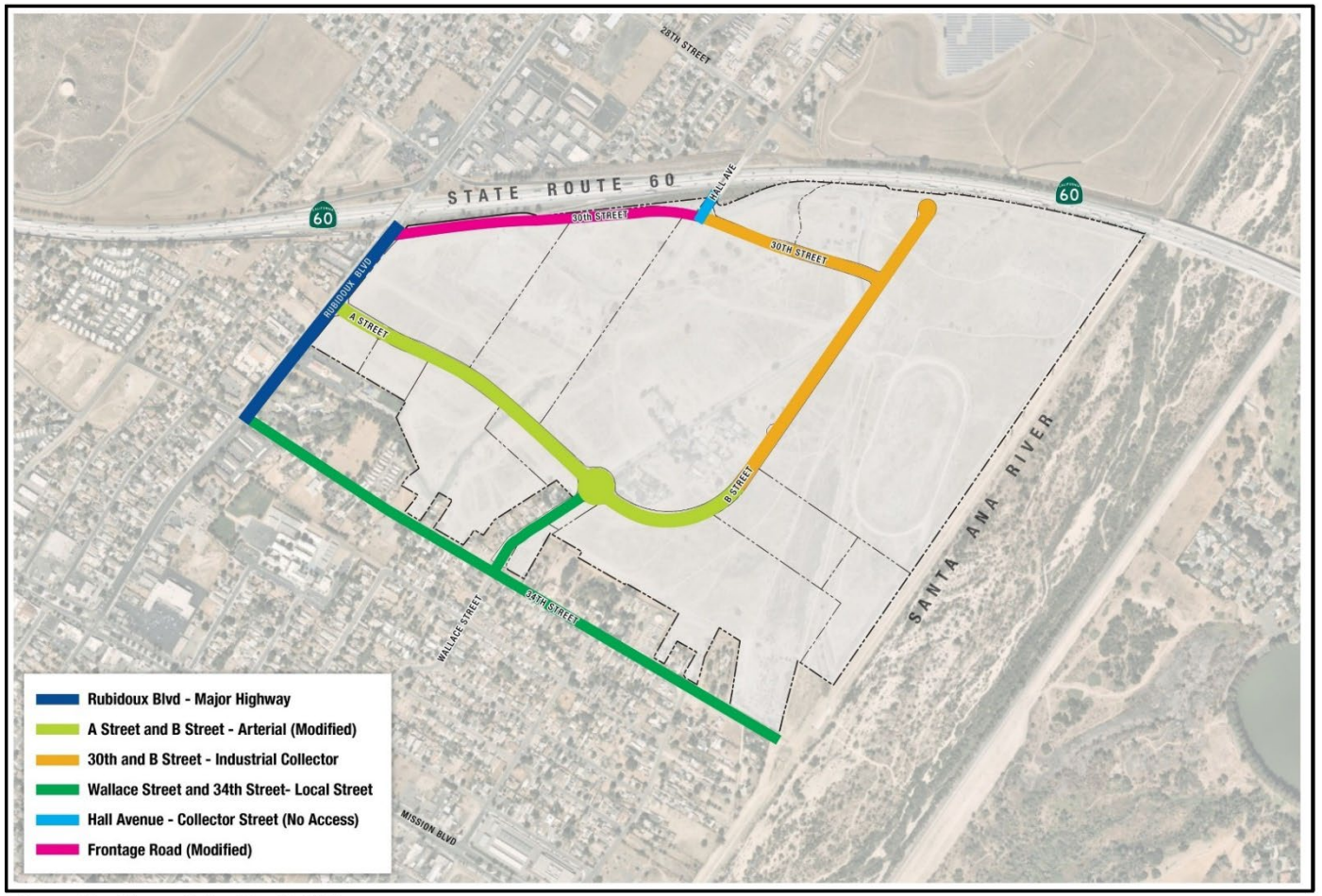
A roundabout shall be a design feature included at the intersections of Wallace Avenue and A Street. (See **Figure 4.16-6**, *Roundabout*).

The roadway system provides new roadways and streets to accommodate traffic generated by the anticipated uses as well as facilitate internal vehicular access to the surrounding areas.

The Specific Plan will provide Multi-use pedestrian trails and bike paths/lanes as a means of connecting residents and employees with the various land uses in the Specific Plan Area. This network of walkable and bikeable pathways throughout the Specific Plan Area provide not only environmental and health benefits but also help to create a greater sense of community through connection. The multi-use pedestrian trail is strategically aligned with the bus stop placement of proposed and relocated stops to allow for greater community access to the public amenities. The Specific Plan accommodates on-street and off-street trail facilities using multiple materials that align with the intended use.

A Street is classified as a Modified Arterial Roadway and serves as the primary circulation route for east to westbound movements to and from Rubidoux Boulevard within the Specific Plan area. The street section accommodates 94-feet of right-of-way with one 16-foot and one 12-foot travel lanes in each direction. One side of the parkways include 11-foot parkway inclusive of a 6-foot sidewalk along the northern commercial retail side and 15-feet parkway inclusive of a 10-foot multi-use trail along the southern residential right-of-way. The modification is the introduction of raised median for enhanced landscape and project specific parkway widths as the planned development accommodate greater landscape setbacks from right-of-way. B Street is classified as a Modified Arterial between the roundabout and the landscaped paseo within the Industrial Land Use area. The Modified Arterial section for B Street is identical to the cross section described under “A” Street.

Figure 4.16-3
CIRCULATION PLAN



Source: City of Jurupa Valley, May 31, 2023.

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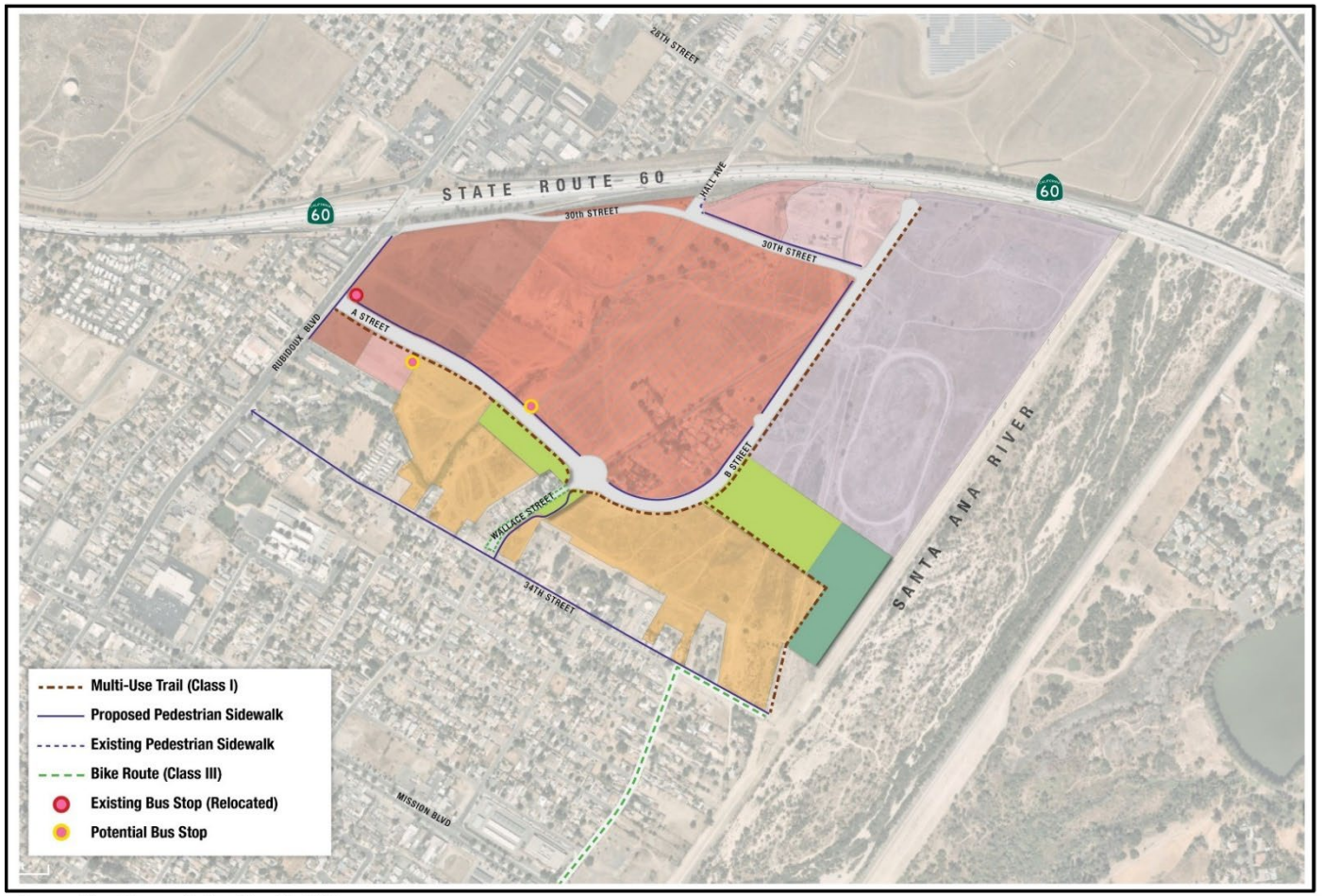
District at Jurupa Valley
Circulation Plan

Figure 4.16-4
MULTI-USE TRAIL NETWORK



Source: City of Jurupa Valley, May 31, 2023.

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District at Jurupa Valley
Multi-Use Trail Network

Figure 4.16-5
CROSS SECTION-MODIFIED ARTERIAL (A and B Street)

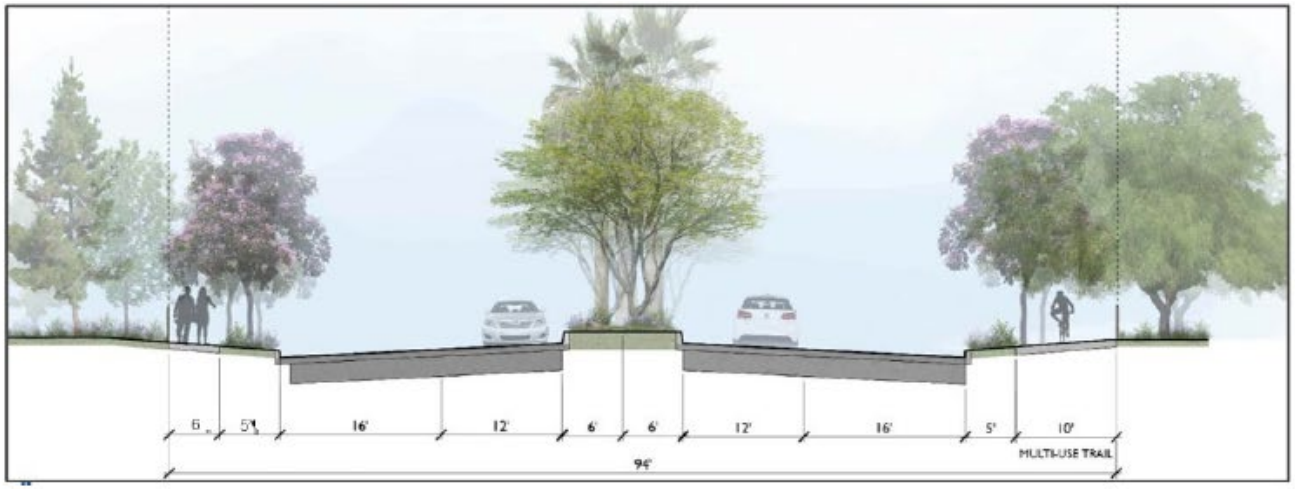
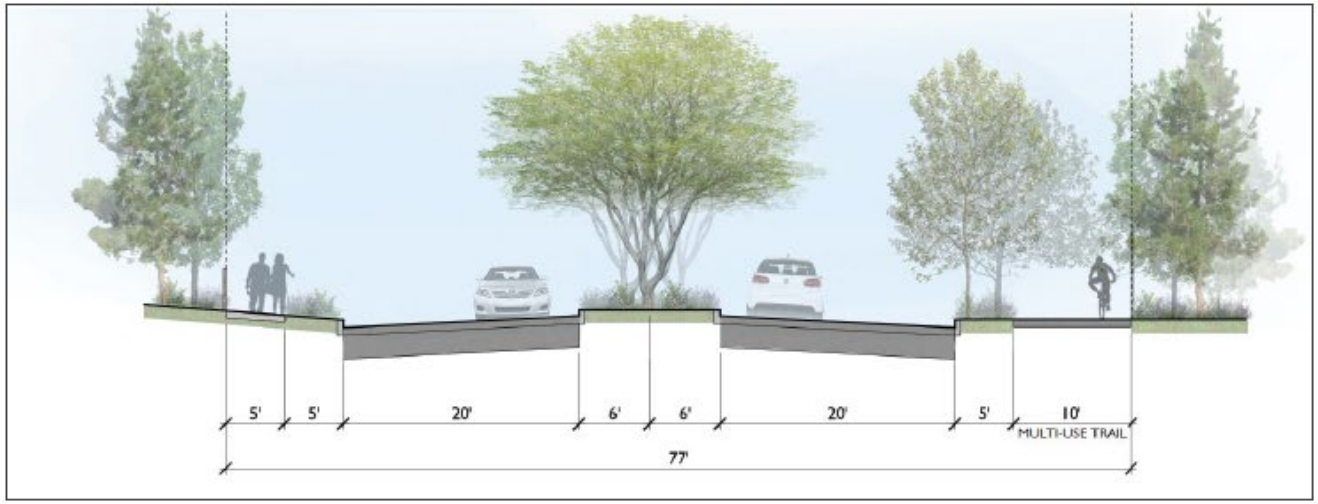




Figure 4.16-6
CROSS SECTION-INDUSTRIAL COLLECTOR (B Street and 30th Street))

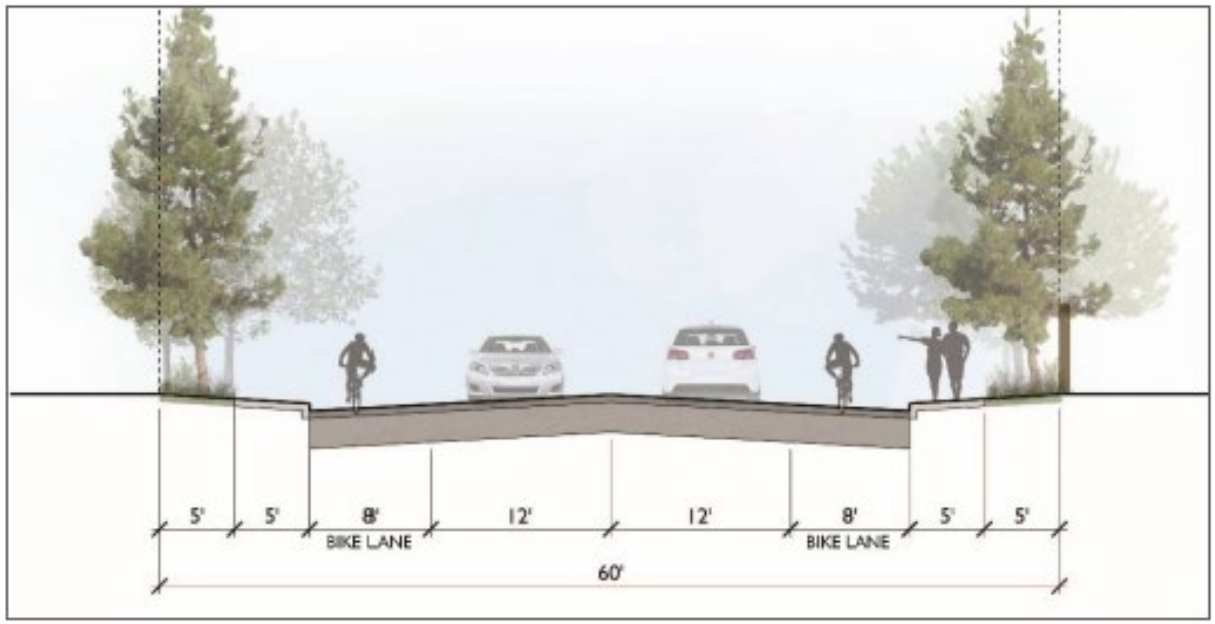




(1) The multi-use trail is specific to A and B Street. 30th Street shall have a 10' parkway inclusive of a 5' sidewalk on either side of the road.

Industrial Collector: Beyond the landscaped paseo, B Street is classified as an Industrial Collector. Typical section for an Industrial Collector measures 77 feet from R.O.W with two travel lanes measuring 20 feet in each direction, with 6-inch curb and gutter divided by raised median. One side of the parkways include 10-foot parkway inclusive of a 5-foot sidewalk along the eastern commercial retail side and 15-feet parkway inclusive of a 10-foot multi-use trail along the western industrial right-of-way. A striped median is proposed along the centerline that will serve as a center turn lane (see **Figure 2-8, Industrial Collector Cross Section**).

Figure 4.16-7
Cross Section-Local Street (Wallace Street and 34th Street))

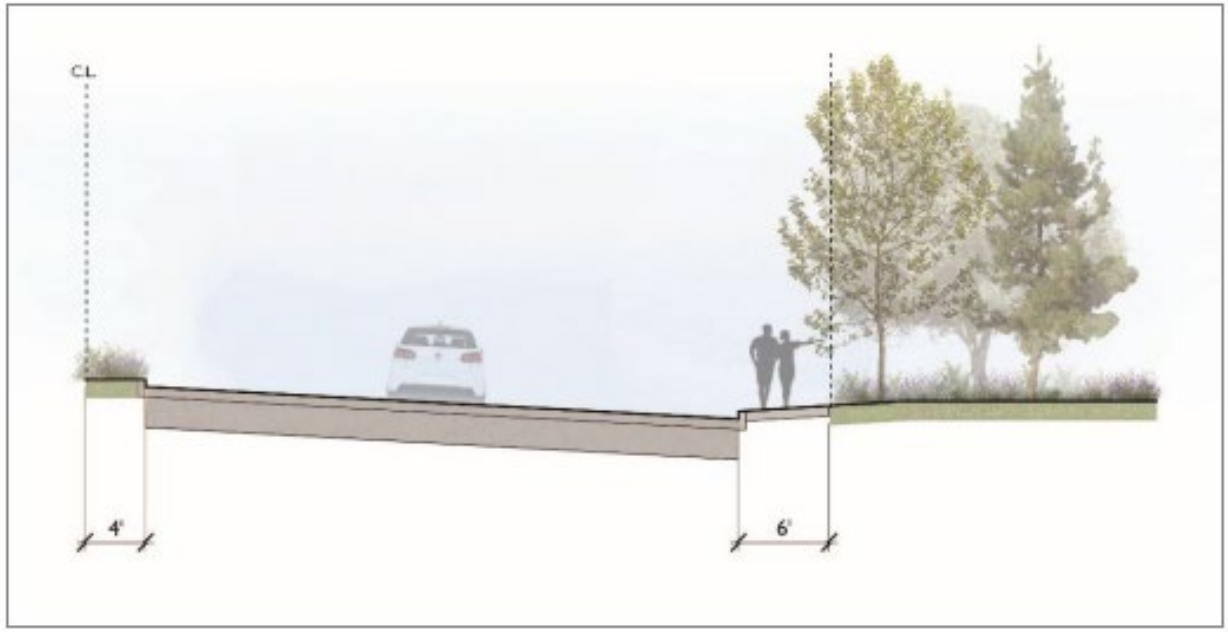




(2) Parkway improvements to 34th Street shall be completed on the north side only based on access to the Specific Plan Area.

A local street described above typically typical measures 60 feet from right-of-way with two travel lanes measuring 12 feet in each direction, 6-inch curb and gutter, and 10-foot parkway inclusive of a 5-foot sidewalk.

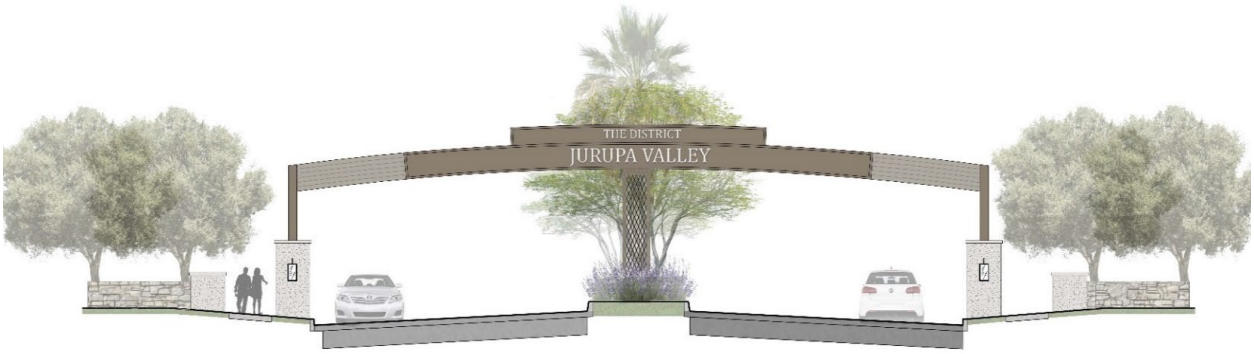
Figure 4.16-8
CROSS SECTION-RUBIDOUX BOULEVARD





Rubidoux Boulevard, located along the western boundary of the Specific Plan area, is designated in the General Plan as a Major Highway with a 118-foot right-of-way. Rubidoux Boulevard carries significant traffic volumes to both SR-60 Eastbound and Westbound lane.

Figure 4.16-9
Gateway Treatment-Rubidoux Boulevard and A Street



Gateway monument will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways.

Figure 4.16-10
Gateway Treatment-Rubidoux Boulevard and A Street



A roundabout will be located at the intersection of Wallace Street, and future A Street and B Street. The roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community. Two travel lanes are accommodated, measuring 15 feet in each direction, an 8-foot sidewalk as well as an interior parkway measuring 130 feet in total. The large parkway will consist of a 10-foot mortared cobblestone border around the street adjacent edge. The interior parkway will celebrate the local landscape with decorative boulders native to the region. A detailed design of the roundabout shall be reviewed by the traffic engineer and City and detailed plans, that include hardscape and plant materials, will be required prior to the approval of the Street Improvement Plans.

Roadway Impact Analysis

The internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards. **Figure 4.16.x**, *Conceptual Street Improvements*, and Figures 2-7 through 2.13 of the Specific Plan describes the required roadway improvements that facilitate pedestrian, bicycle, and transit modes of travel.

Bicycle Facilities Impact Analysis

No existing bicycle facilities are mapped in or near the Project site on the City of Jurupa Valley CMPBP, except for the Santa Ana River Trail (SART) opposite the Santa Ana River from the site. No access is proposed from the Project site to the SART. The nearest existing access to the SART is at Mission Boulevard approximately 0.3 mile south of the Project site. The Project shall provide, if approved by the City Engineer, a Class III bike route along Crestmore Road from 34th Street to Mission Boulevard by placing bike route signs and optional shared roadway markings (sharrow) along Crestmore Road. Note that the proposed bike route on Crestmore Road would provide a connection from the Project site to Mission Boulevard near the planned Mission Boulevard Bridge Replacement.

Pedestrian Facilities Impact Analysis

No sidewalks are present in the interior of the Project site. The only sidewalks on the site perimeter are on Rubidoux Boulevard and a short segment on the SR-60 Frontage Road. As shown on Figure 2.6, required by Section 2.6.4 *Multi-Use Trail Network, of the Specific Plan*, the Specific Plan will provide Multi-use pedestrian trails and bike paths/lanes as a means of connecting residents and employees with the various land uses in the Specific Plan Area. The multi-use pedestrian trail is strategically aligned with the bus stop placement of proposed and relocated stops to allow for greater community access to the public amenities. The Specific Plan accommodates on-street and off-street trail facilities using multiple materials that align with the intended use.

With adherence to the Circulation Plan and design standards required for roadway improvements, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Level of Significance Before Mitigation: Project impacts on plans and policies addressing the circulation system would be less than significant after compliance with PPP 4.16-1 and PDF 4.16-1.

A.3 Mitigation Measures

No mitigation measures are required.

A.4 Level of Significance after Mitigation

Impacts would be less than significant without mitigation.

Threshold b): Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision ?

Under the City's local significance threshold, the project would have significant effects if: Projects that cannot be screened out through the steps outlined in the City of Jurupa Valley Traffic Impact Guidelines as specified in the CEQA Assessment- VMT Analysis section, will require additional analysis in order to determine if a project exceeds the following thresholds of significance:

Under the City's local significance threshold, the project would have significant effects if:

1. Project VMT Impacts:

A project would result in a significant project generated VMT impact if, in the Existing Plus Project scenario, its net VMT per capita (for residential projects) or per employee (for office and industrial projects) exceeds the City's average VMT. The City's average VMT per service population shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.

2. Cumulative VMT Impacts:

If a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT if:

a) For residential projects, its net VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year

b) For office and industrial projects its net VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

c) For all other land development project types, a net increase in VMT in the RTP/SCS horizon-year would be considered a significant impact.

d) Transportation projects that reduce, or have no impact on, vehicle miles travelled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impacts consistent with CEQA and ither applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may be tier from that analysis as is provided in Section 15152.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the Project related to Threshold b.

Project Design Features (PDFs)

The Project incorporates community serving pedestrian and bicycle pathways through a multi-use trail and sidewalks along A and B Streets as previously shown on **Figure 4.16-4**. The pedestrian and bicycle pathways are setback from the curb within a landscape parkway that provides a pedestrian friendly environment. See **Figure 4.16-5: Modified Arterial Cross Section (A Street & B Street) and Figure 4.16-6: Industrial Collector Cross Section (B Street).**

PDF 4.16-1 The project shall provide, if approved by the City Engineer, Class III bike route along Crestmore Road from 34th Street to Mission Boulevard by placing bike route signs and optional shared roadway markings (sharrow) along Crestmore Road.

PDF 4.16-2 The County of Riverside, in cooperation with the Cities of Riverside and Jurupa Valley, proposes to replace the existing Mission Boulevard Bridge over the Santa Ana River near Mount Rubidoux in Riverside County. The proposed County project will accommodate two 12-ft lanes, two 14-ft lanes, two 8-ft shoulders and a 4-ft median. A 12-ft multipurpose trail with barrier separation from vehicular traffic will be located along the south side of the bridge in lieu of standard sidewalks on each side. This will provide a connection to Santa ana River Trail via Mission Boulevard.

PDF 4.16-3 The project shall provide up to 7,800 linear feet of pedestrian street improvements in coordination with the City. The City Engineer can approve alternative design with future street improvements that provide pedestrian connections as intended in the City of Jurupa Valley Complete Streets Safety Assessment, dated November 2021. Such alternative design can consider using the on-street parking on the north shoulder for a 4-foot pedestrian sidewalk. On the south side between the pavement edge and front yard fence lines, an alternative design could install a standard 4-foot sidewalk protected from traffic with a raised feature such as an intermittent asphalt dike.

PDF 4.16-4 All future projects will incorporate the following design improvements as applicable, which include, but are not limited to improving streets with curb, gutter sidewalk, and landscaping; traffic calming devices; and multi-use pedestrian trails and bike paths/lanes.

B.2 Impact Analysis

For purposes of SB 743 compliance, a VMT analysis shall be conducted for land use projects as deemed necessary by the Planning and Public Works Departments and applies to projects that have the potential to increase the average VMT/SP (e.g., population plus employment) compared to the City's baseline VMT/SP rate. There are three screening steps to be followed to screen projects from project-level assessment. These screening steps are outlined in **Table 4.16.2**.

Table 4.16-2
VMT SCREENING STEPS

Screening Criteria	Screened Out?
Step 1: Located in a Transit Priority Area (TPA). Transit Priority Areas (TPAs) are Priority Growth Areas that are within one half mile of existing or planned 'major' transit stops in the region. A 'major' transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.(1)	**No**
Step 2: Located in a Low VMT Area. To identify if the project is in a low VMT-generating area, the analyst should review the WRCOG screening tool and apply the appropriate threshold within the tool. Additionally, as noted above, the analyst must identify if the project is consistent with the existing land use within that TAZ and identify that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.	**No**
Step 3. Project Type. Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature: • Local parks • Day care centers • Local-serving retail centers, gas stations, and banks • Local-serving restaurants, including with drive-thru. • Local-serving hotels (e.g., non-destination hotels) • Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS • Projects generating less than 250 daily vehicle trips.	**No**
Notes: (1) Connect SoCal, Chapter 3, p.51. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-03-plan.pdf	

Source: City of Jurupa Valley, *City of Jurupa Valley Traffic Impact Analysis Guidelines,* November 2020.

As shown in **Table 14.6-2,** the Project does not qualify to be screened out and a full VMT Analysis was prepared. The Project's VMT screening is provided in **Appendix D21.**

Projects that are not screened out through the steps in Table 4.16.2, are required to complete a full VMT analysis and forecasting using RIVTAM/RIVCOM to determine if they have a significant VMT impact. Therefore, a VMT analysis was prepared (see Appendix D21).

Vehicle-Miles-Travelled Analysis

The detailed methodology used in preparing this VMT Analysis is included in Appendix D21 to this DEIR and not repeated in detail here.

The VMT analysis was completed using the most current version of Riverside County's Transportation Model, RIVCOM (referred to as the "RIVCOM Model"). The RIVCOM model is a complex system that analyzes road networks, socio-economic data, driver behavior, and goods movement to predict where traffic flow will occur as the population grows and changes. While the RIVCOM model covers the entire SCAG region, Riverside County is the focus of analysis, and the model data is more disaggregated within the County as opposed to other areas of the region.

The model is trip-based and considered interaction between different land uses based on socio-economic data such as population, households, and employment. Adjustments in socio-economic data (employment) were made to the appropriate Traffic Analysis Zones (TAZ) in the RIVCOM Model to reflect the Project's proposed land uses.

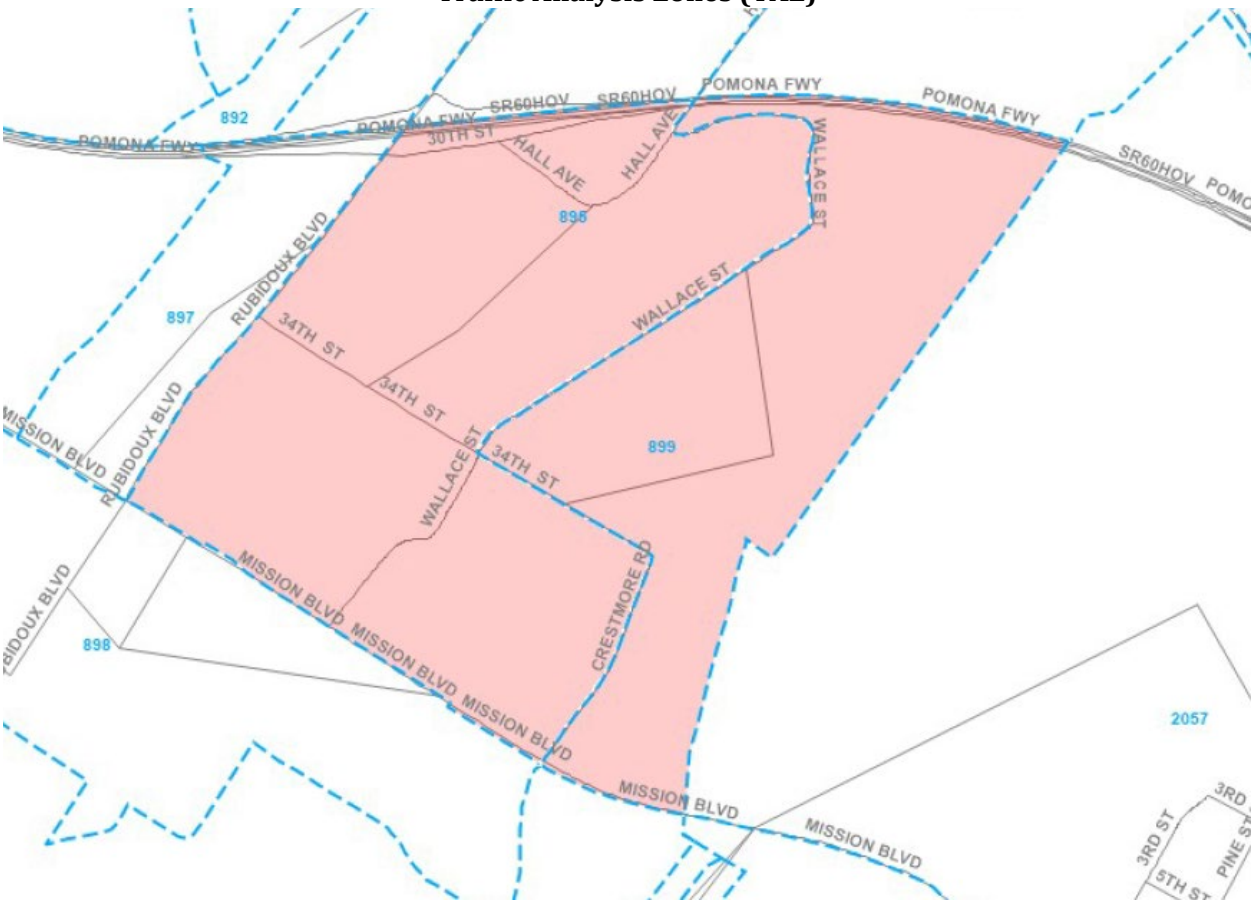
A TAZ is a geographic area where data is relating to population, employment, school enrollment, etc. As shown in **Figure 4.16-11**, the Project site is located within TAZ 895 and 899 bordered by SR60 to the north, Mission Boulevard to the south, the Santa River to the east, and Rubidoux Boulevard to the west.

The current version of the RIVCOM Model maintains a base year condition of 2018 which, for the purposes of analysis, is considered to be representative of baseline conditions. The planning horizon for the RIVCOM Model is 2045. VMT analysis was conducted for existing and cumulative scenarios and results were compared to the existing conditions. The population and employment factors used for preparation of socio-economic data were based on factors used in the City of Jurupa Valley General Plan Land Use Element . Consistent with the City of Jurupa Valley General Plan, a factor of 3.75 persons per dwelling unit was used for residential, 1 employee per 600 sf for commercial, 1 employee per 800 sf for business park, and 1 employee per 1,200 sf for industrial . The resultant land use data was coded into the RIVCOM Model for analysis.

The analysis includes the following scenarios:

- Baseline Conditions - based on 2018 RIVCOM Model conditions.
- Baseline Plus Project Conditions – Based on 2018 RIVCOM Model with proposed Project.
- Cumulative No Project Conditions – Based on 2045 RIVOM Model conditions.
- Cumulative Plus Project Conditions – Based on 2045 RIVCOM Model conditions with proposed Project.

Figure 4.16-11
Traffic Analysis Zones (TAZ)



Traffic Analysis Zone (TAZ)	Population	Employment	VMT/Employee	VMT/Capita
895	2391	318	49.9	17.0
899	316	14	54.1	19.6

VMT significance thresholds are based on land use categories consisting of VMT/Capita (Residential) and Work VMT/employee (Employee-Based VMT). The calculation of VMT has two components – the total number of trips generated and the average trip length of each vehicle trip. VMT calculations are explained further in the VMT Analysis included as **Appendix D21** to this DEIR.

Residential Uses

Table 4.16-3 below shows the estimated VMT per capita from proposed residential uses.

Table 4.16-3
VMT ANALYSIS, RESIDENTIAL USES

Scenario	Home-Based VMT/Capita	% Change compared to City average	VMT Impact
City Average	21.84		
Baseline Plus Project	5.3	-75.73%	No
Cumulative Plus Project Conditions	7.6	-65.2%	No
Threshold: In the Baseline Plus Project scenario, its net VMT per capita exceeds the City's average VMT per capita.			

Source: Kimley Horn 2023d

As shown in Table 4.16-3 above, the proposed Project's Home-based VMT is 75.73 percent lower than Citywide average under baseline conditions and 65.2 percent lower than Citywide average under cumulative conditions. As such, residential land uses do not exceed the City threshold under baseline and cumulative scenarios. Impacts are **less than significant** in this regard.

Industrial/Employment Uses

Table 4.16-4 below shows the estimated VMT per capita for industrial (employment)

Table 4.16-4
VMT ANALYSIS, INDUSTRIAL/EMPLOYMENT USES

Scenario	Employment-Based VMT/Employee	% Change compared to City average	VMT Impact
City Average	48.05		
Baseline Plus Project	40.0	-16.75%	No
Cumulative Plus Project Conditions	41.7	-13.21%	No
Threshold: For office and industrial projects its net VMT per employee exceeds the City's average VMT per employee.			

Source: Kimley Horn 2023d

As shown In Table 4.16-4 above, the proposed Project's Employment-Based VMT is 16.75 percent lower than Citywide average under baseline conditions and 13.21 percent lower than Citywide average under cumulative conditions. As such, employment land uses do not exceed the City threshold under baseline and cumulative scenarios. Impacts are **less than significant** in this regard.

Regional Retail/Other Uses

Table 4.16-5 below shows that project generated VMT for regional retail and other uses.

Table 4.16-5
VMT ANALYSIS, REGIONAL RETAIL/OTHER USES

Scenario	Total VMT	% Change in Citywide VMT	VMT Impact
Baseline - City of JV	4,225,118		
Baseline Plus Project - City of JV	4,278,890		
Net Change in VMT (Baseline)	23,772	+0.56%	Yes
Cumulative - City of JV	5,535,957		
Cumulative Plus Project - City of JV	5,559,996		
Net Change in VMT (Cumulative)	24,039	+0.43%	Yes
Threshold: For all other uses, a net increase in total VMT within the city would be considered a significant Impact.			

Source: Kimley Horn 2023d

As shown in Table 4.16-5 above, the proposed Project's Regional Commercial and Other uses results in a net increase Citywide VMT of 0.56 percent under baseline conditions and 0.43 percent under cumulative conditions. As such, regional retail and other land uses exceed the City threshold under baseline and cumulative scenarios. Impacts are **significant** in this regard.

In summary, the following initial unmitigated results are determined:

- The proposed project's Home-based VMT is 75.73 percent lower than Citywide average under baseline conditions and 65.2 percent lower than Citywide average under cumulative conditions. As such, residential land uses **do not exceed the City threshold under baseline and cumulative scenarios.**

- The proposed project's Employment-Based VMT is 16.75 percent lower than Citywide average under baseline conditions and 13.21 percent lower than Citywide average under cumulative conditions. As such, employment land uses **do not exceed the City threshold under baseline and cumulative scenarios.**

- The proposed project's Regional Commercial uses results in a net increase Citywide VMT of 0.56 percent under baseline conditions and 0.43 percent under cumulative conditions. As such, regional retail land uses **exceed the City threshold under baseline and cumulative scenarios.**

Level of Significance Before Mitigation: Project impacts on plans and policies addressing the circulation system would be less than significant after compliance with PPP 4.16-1 and PDF 4.16-1.

Less than significant for Residential and Employment VMT. **Potentially significant** for cumulative VMT.

B.3 Mitigation Measures

The following Mitigation Measures (MM) are required to reduce impacts to the maximum extent feasible.

MM TRANS-1: **Transportation Demand Management Program**. Prior to recordation of the Final Map, the Property Owner shall provide assurances that the transportation demand management measures described below, will be perpetually implemented, regardless of property ownership, and a mechanism for informing subsequent property owners of the transportation demand management plan requirements. These requirements may be accomplished through recordation of covenants, conditions and restrictions and/or the formation of a transportation management association which assumes responsibility for implementation and monitoring of the transportation demand management measures or other measures deemed acceptable by the City.

TDM Requirements for Non-Residential Uses:

- Prior to the issuance of a building permit for any phase, the Project Applicant shall consult with the Riverside Transit Authority (RTA) on the need to provide infrastructure to connect the Project with transit services and to relocate the existing bus stop on northbound Rubidoux Boulevard at Frontage Road southward to the intersection of Rubidoux Boulevard and proposed A Street. The applicant shall fund such relocation. The Project Applicant shall fund a study on behalf of RTA to determine whether adding bus service along proposed A Street in the Project site would be warranted by potential ridership and be practicable for RTA. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site.

- Prior to the issuance of an occupancy permit for any commercial use, future tenants in employment-generating land uses developed pursuant to the proposed Project shall implement measures including, but not be limited to, the following: ride-matching assistance; preferential carpool parking; flexible work schedules for carpools; transportation coordinators; providing a web site or message board for coordinating rides; designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and including bicycle end of trip facilities including bike parking, bike lockers, showers, and personal lockers. The measures chosen must achieve a total estimated VMT reduction not less than 8.3 percent. This list may be updated as new methods become available.

TDM Requirements for Residential Units:

- Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval prior to the issuance of the first certificate of occupancy.

- Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa

Valley. The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy.

Effectiveness of VMT Reduction Measures

Table 4.16-6
Effectiveness of VMT Reduction Measures

VMT Reduction Measure	Potential VMT Reduction (%)
Voluntary CTR Program (T-5)	4%
Implement Commute Trip Reduction Marketing (T-7)	4%
Provide End-of-Trip Bicycle Facilities (T-10)	0.3%
Provide Pedestrian Network Improvements (T-18)	6.4%
Construct or Improve Bike Boulevard (T-19-B)	0.01%
Total Potential VMT Reduction	**14.71%**

As shown in **Table 4.16-6**, implementation of the VMT Reduction Measures could result in a 14.7 percent reduction, and the 0.56 percent increase in VMT would be rectified. However, the Project is a Specific Plan, which is a planning mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a framework for the development of land use, circulation, safety and infrastructure including drainage, sewer, and water facilities in accordance with a jurisdiction's General Plan. Specific plans also set the guidelines for implementing projects within the specific plan area relating to architecture, urban design and landscaping.

Although the Specific Plan's Circulation Plan identifies the necessary improvements required to reduce VMT, the timing of the construction of these improvements is unknown. Similarly, MM TRANS-1: Transportation Demand Management Program, TDM programs are very tenant- and employer-specific. For example, providing a shuttle service to office use can vary extensively based on the tenant of that office building. As such, at the time of entitlement, it is very difficult to fully capture the actual VMT reduction associated with implementation of the TDM program.

Given the uncertainty in tenant participation at the site and the uncertainty in the timing of when improvements will be constructed, the ability to achieve the 14.71 percent VMT reduction for the Project cannot be guaranteed and the impact is considered **significant and unavoidable for the retail component of the Project**.

B.4 Level of Significance After Mitigation:

Less than significant for Regional Retail/Other VMT. **Significant and Unavoidable** for baseline and cumulative VMT.

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)?

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department, may have a significant impact.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No PPPs apply to this threshold.

Project Design Features (PDFs)

PDF 4.16-1 through PDF 4.16-4 apply.

C.2 Impact Analysis

As detailed in Section 2.6, *Circulation System*, of the Specific Plan, the internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards. Specifically, the Circulation Plans addresses the following:

- Improving streets with curb, gutter sidewalk, and landscaping.
- Street designs which would discourage trucks from entering or traveling through the Residential Land Use Area or on existing 34th Street through the use of traffic calming devices.
- Improving 34th Street from Rubidoux Boulevard to Crestmore Road to provide for safe walking and crossing, eliminating speeding, and creating pedestrian shortcuts.
- Minimizing the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses.
- Providing multi-use pedestrian trails and bike paths/lanes as a means of connecting residents and employees with the various land uses in the Specific Plan Area.

Level of Significance Before Mitigation: Less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation:

Less than significant.

Threshold d): Would the Project result in inadequate emergency access?

Under the City's local significance threshold, the project may have a significant impact if:

1. The project blocks roadways that provide emergency vehicle access during construction; or

2. The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

D.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

No PPPs apply to this threshold.

Project Design Features (PDFs)

PDF 4.16-1 through PDF 4.16-4 apply.

D.2 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.

Level of Significance Before Mitigation: Less than significant.

D.3 Mitigation Measures

No mitigation measures are required.

D.4 Level of Significance After Mitigation

Less than significant.

4.16.7 Cumulative Impacts

Because the focus of the transportation impact analysis is on VMT (for purposes of reducing GHG emissions which by nature is a global impact), the geographic scope for the VMT cumulative analysis considers the Project's impacts in the context of the SCAG region. For the other impacts, such as consistency with General Plan policies related to transit, bicycle, and pedestrian modes of travel, the geographic scope is the project's identified in Table 3 1, *Cumulative Projects*.

The purpose of a cumulative analysis is to determine if several projects when evaluated together could result in a significant "cumulative" impact that would otherwise not be considered significant when projects are evaluated one at a time. If several projects considered together have the potential to result in a significant cumulative impact (that is not already identified as a significant project impact), the question becomes whether the project being analyzed would result in a "considerable" contribution to such a significant cumulative impact. Therefore, if a project results in a significant impact by itself, then its contribution to a cumulative impact is considerable.

The cumulative impact analysis for each threshold question posed by the City's CEQA Guidelines is discussed below.

Would the Project conflict with existing programs, plans, ordinances, or policies addressing the performance of the City's transportation system (for both motorized and non-motorized modes of travel) relating to reducing VMT?

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. As shown in Table 3 1, *Cumulative Projects,* projects are located in the City of Jurupa Valley and the City of Riverside. Cumulative development projects in both cities would be reviewed for consistency with adopted programs, plans, ordinances, or policies as applicable in each jurisdiction. As detailed in the analysis in this EIR, impacts are less than significant, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable. Impacts are **less than significant** in this regard.

Would the Project conflict with CEQA Guidelines section 15064.3(b), whose purpose is to evaluate VMT's impacts on the environment?.

As detailed under Threshold b, above, the following initial unmitigated results are determined:

- The proposed Project's Home-based VMT is 75.73 percent lower than Citywide average under baseline conditions and 65.2 percent lower than Citywide average under cumulative conditions. As such, residential land uses do not exceed the City threshold under baseline and cumulative scenarios. The Project would not contribute to a cumulative impact and thus would not be cumulatively considerable. Impacts are **less than significant** in this regard.

- The proposed Project's Employment-Based VMT is 16.75 percent lower than Citywide average under baseline conditions and 13.21 percent lower than Citywide average under cumulative conditions. As such, employment land uses do not exceed the City threshold under baseline and cumulative scenarios. The Project would not contribute to a cumulative impact and thus would not be cumulatively considerable. Impacts are **less than significant** in this regard.

- The proposed Project's Regional Commercial uses results in a net increase Citywide VMT of 0.56 percent under baseline conditions and 0.43 percent under cumulative conditions. As such, regional retail land uses exceed the City threshold under baseline and cumulative scenarios**.** The Project would contribute to a cumulative impact and thus would be cumulatively considerable. Impacts are **significant and unavoidable** in this regard and are thus **cumulatively considerable**.

Would the Project increase hazards due to a roadway's geometric design? and

As detailed under Threshold c) the internal site circulation is composed of a core backbone roadway that provides access and connectivity between each Land Use area and circulation through the Specific Plan area. Access drives off of the backbone infrastructure are shown on the Circulation Plan. The internal circulation between land uses will be addressed with future site development plans for the individual development projects consistent with the standards of the Specific Plan and all other applicable City, County and State standards. Cumulative projects will also have to meet the applicable standards for street improvements to prevent safety hazards. As such, the Project would not contribute to a cumulative impact and thus would **not be cumulatively considerable**.

Would the Project interfere with emergency access?

As detailed under Threshold d) The proposed Project would have less than significant impacts in regard to emergency access with implementation of **MM TRANS-2**. The proposed Project as well as other projects proposed in the City of Jurupa Valley would be required to implement mitigation measures (as warranted) for potential short-term and long-term impacts from projects. It is anticipated that cumulative projects, just as with the proposed Project, would be required to provide adequate emergency vehicle access to Project sites both during the short-term construction period and long-term operational phases. Therefore, Project impacts would not be cumulatively considerable.

4.17 Tribal Cultural Resources

For the purposes of the California Environmental Quality Act (CEQA), Tribal Cultural Resources (TCRs) may be broadly defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. More specifically, TCRs may be understood as resources that have been formally recognized by a lead agency and/or are listed or determined eligible for listing on the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] § 5024.1, Title 14 California Code of Regulations[CCR] § 4852).TCRs may also include archaeological and historic resources (seeSection3.5, Cultural Resources, for discussion and analysis of impacts relating to archaeological and historic resources). It is notable that the fact that a resource is not yet identified as a TCR or found eligible for the CRHR does not preclude a lead agency from determining that said resource is a TCR pursuant to Public Resources Code Sections 5020.1(j) or 5024.1. Under CEQA, a substantial adverse change in the significance of a TCR would constitute a significant effect on the environment.

Confidentiality

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

Therefore, this section relies, in large part, on the government-to-government consultation process required by California Senate Bill 18—*Protection of Tribal Cultural Places* (SB18) and California Assembly Bill 52—*Effects on Tribal Cultural Resources* (AB 52) which are more fully described in subsection 4.17.4, *Regulatory Framework*, below.

Tribal Expertise

CEQA §21080.3.1(s) notes that "the legislature finds and declares that California Native American tribes…may have expertise concerning their tribal cultural resources." Based on guidance from the California Office of Planning and Research, substantial evidence that may support the lead agency's determination may include tribal elder testimony, oral history, tribal government archival information, the testimony of a qualified archaeologist certified by the relevant tribe, testimony of an expert certified by the tribal government, official tribal government declarations or resolutions, formal statements from a certified tribal historic preservation officer, and historical notes or other anthropological records. As such, the analysis in this section considers the information obtained during the government to government tribal consultation process that the City engaged in with the tribes who consulted under AB52 and SB18.

4.17.1 Existing Conditions

Ethnography

"Ethnography" is defined as the study of a culture to obtain information on past and present life ways. It is a "first-and", account of a particular culture or group, focusing on a particular population, place and time, and all with the goal of accurately describing that culture or ethnic group. Because ethnography involves tribal elder testimony, oral history, and tribal government archival information, which may be confidential, it is not discussed in the EIR, but was considered in the analysis.

Physical Conditions

The majority of the Project area was found to be disturbed with evidence of both prior agricultural and residential development that has since been demolished. Much of the open space within the Project area appears to have been previously plowed and/or bulldozed, and scatters of broken and displaced construction materials and residential refuse were found throughout, including chunks of concrete, asphalt, brick, window glass, and other building materials along with recently discarded furniture, clothing, and other residential items. Ground surface visibility was variable throughout the Project area due to the presence of dense patches of invasive grasses, but where ground surface was visible, soils appeared disturbed as a result of previous construction and agricultural activities (ASM, 2022).

Historical imagery available from historicaerials.com, included topographic maps from 1896, 1898, 1901, 1905, 1909, 1911, 1913, 1926, 1927, 1929, 1938, 1939, 1942, 1943, 1946, 1955, 1959, 1960, 1962, 1963, 1965, 1975, 1980, 1981, 1985, 2012, 2015, and 2018 (NETR 2022a); and aerial images from 1938, 1948, 1959, 1966, 1967, 1968, 1980, 1985, 1994, 2002, 2005, 2009, 2010, 2012, 2014, 2016, and 2018 .

The earliest topographic maps show Rubidoux Boulevard already in place, as well as the Santa Ana River channel. One structure is depicted in the northern portion of the Project area. Additional roads and structures appear on the 1901 map, with little change until the 1943 map which depicts Wallace Street and many structures flanking it. Increased development of the Project area is evident in the 1959 map, while maps from 1975 onward show a smaller number of structures within the Project area. The aerial images provide greater detail regarding use of the Project area. Wallace Street appears on the 1938 image which also shows much of the area under cultivation or exhibiting a relatively uniform open space land surface with a more natural landscape at the east along the riverfront. Additional structures appear in the 1948 image, but it not until the 1966 aerial that the easternmost area also appears to be under cultivation and the large 'racetrack' shaped feature is visible. Some additional buildings are present in the northern and central portions of the Project area by 1980. Sometime between 2005 and 2009, many of the structures in the northern part of the Project had been removed and the Project area appears much as it does in 2022 as described above.

4.17.2 Notice of Preparation/Scoping Comments

A Notice of Preparation (NOP) for the proposed Project was released for public review on April 1, 2022, and an EIR Scoping Meeting was held on April 20, 2022. No comments were made during the EIR Scoping Meeting that pertain to tribal cultural resources.

A letter via email was received related to tribal cultural resources from the Native American Heritage Commission (NAHC) on April 14, 2022. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52.

4.17.3 Regulatory Framework

State

The following regulatory requirements were relied upon regarding the analysis of tribal cultural resource impacts under CEQA:

California Assembly Bill 52 (Native Americans: California Environmental Quality Act)

Assembly Bill 52 (Gatto, 2014) requires consideration of 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. To 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 release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Pub. Res. Code § 21080.3.1. 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. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.[56] These measures may include avoidance and preservation of the resources in place, treating the resource with culturally appropriate dignity, or permanent conservation easements or other interests in real property.[57]

California Senate Bill 18 (Traditional Tribal Cultural Places)

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). 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. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources may include avoidance and preservation of the resources in place, treating the resource with culturally appropriate dignity, or permanent conservation easements or other interests in real property.[58]

[56] Office of Planning and Research, Technical Advisory, AB 52 and Tribal Cultural Resources in CEQA, June 2017. https://opr.ca.gov/ceqa/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf

[57] Ibid.

[58] Ibid.

California Health and Safety Code § 7050.5

The California Health and Safety Code § 7050.5 states that if human remains are discovered during construction on a Project site, no further disturbance shall occur until a county coroner makes a determination of origin and disposition of the remains. If the county coroner determines the remains are not subject to his or her authority and recognizes the remains to be those of Native American, the county coroner must contact the NAHC within 24 hours.

Regional

There are no regional policies that relate to tribal cultural resources.

Local

The specific policies outlined in the City of Jurupa Valley's General Plan Land Use Element, Conservation and Open Space Element, and 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*. .

4.17.4 Methodology

Sacred Lands File Search.

The NAHC's Sacred Lands Inventory is a confidential catalog of Native American sacred and cultural sites on public and private lands. It is authorized in statute by Public Resources Code section 5097.94 (a), which authorizes the NAHC "to identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands," and Public Resources Code section 5097.95, which authorizes the NAHC to "prepare an inventory of Native American sacred places that are located on public lands." CEQA lead agencies that are conducting an environmental review of a proposed Project prior to granting a permit or license for that project typically request a search of the Sacred Lands Inventory as part of the CEQA environmental review process to determine if a project has an impact on Native American cultural resources. If a Sacred Lands Inventory search reveals that a Native American cultural resource is in a project area, (called "positive") the NAHC does not provide the name or location of the sites. Instead, the NAHC provides the requesting party a list of the California Native American Tribes on its AB 52/SB 18 Tribal Consultation Lists that are traditionally and culturally affiliated to the Project area so that the CEQA lead agency may consult with the Tribes to discuss avoidance, preservation in place, or mitigation of impacts to any Native American cultural resources in a project area[59].

The NAHC maintains a confidential SLF database which contains resources of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on October 7, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated November 19, 2021, indicating that the results were positive. The response letter did not provide details on resources within the Project site.

[59] https://nahc.ca.gov/environmental-and-cultural-department/

4.17.5 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 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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code § 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.

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

1. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

2. Included in a local register of historical resources as defined in subdivision (k) of §5020.1.

3. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

4. A historical resource described in §21084.1, a unique archaeological resource as defined in subdivision (g) of §21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) _ of §21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

4.17.6 Environmental 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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code § 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.

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

1.Included or determined to be eligible for inclusion in the California Register of Historical Resources.

2.Included in a local register of historical resources as defined in subdivision (k) of §5020.1.

3.A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

4.A historical resource described in §21084.1, a unique archaeological resource as defined in subdivision (g) of §21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) _ of §21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

A.1 Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

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 PPP listed in **Section 4.4**, *Cultural Resources*, applies to the Project and would reduce impacts relating to tribal cultural resources. This requirement is 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.

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.

A.2 Impact Analysis

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,
- Yuhaaviatam of San Manuel Nation
- Torres Martinez Desert Cahuilla 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.

The City issued AB52 and/or SB18 Notices on November 10, 2021. The results of both the AB52 and SB18 processes are shown on **Table 4.17-1**.

Table 4.17-1
SUMMARY OF AB52 AND SB18 CONSULTATION PROCESS

Tribe	AB52 Notice	SB18 Notice	Result
Agua Caliente Band of Cahuilla Indians		✓	Stated that the Project site is out of their culturally affiliated area.
Gabrieleno Band of Mission Indians-Kizh Nation	✓	✓	City unable to reach agreement
Gabrielino-Tongva Tribe		✓	No response
Gabrielino Tongva Indians of California Tribal Council		✓	No response
Gabrielino/Tongva Nation		✓	No response

Tribe	AB52 Notice	SB18 Notice	Result
Gabrieleno/Tongva San Gabriel Band of Mission Indians		✓	No response
Morongo Band of Mission Indians		✓	No response.
Pechanga Band of Luiseno Indians		✓	No response
Quechan Tribe of the Fort Yuma Reservation (Quechan Indian Tribe)		✓	Stated that the Project site is out of their culturally affiliated area.
Rincon Band of Luiseno Indians		✓	No response
San Fernando Band of Mission Indians		✓	No response
Serrano Nation of Mission Indians		✓	No response
Soboba Band of Luiseno Indians	✓	✓	Agreed to mitigation measures in the EIR and consultation completed on September 29, 2022.
Torres Martinez Desert Cahuilla Indians	✓	✓	No response
Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians)	✓	✓	Mutual agreement with City on proposed mitigation measures in the EIR and consultation completed on August 24, 2022.

§ 21080.3.2.

(a) As a part of the consultation pursuant to § 21080.3.1, the parties may propose mitigation measures, including, but not limited to, those recommended in § 21084.3, capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. If the California Native American tribe requests consultation regarding alternatives to the Project, recommended mitigation measures, or significant effects, the consultation shall include those topics. The consultation may include discussion concerning the type of environmental review necessary, the significance of tribal cultural resources, the significance of the Project's impacts on the tribal cultural resources, and, if necessary, project alternatives or the appropriate measures for preservation or mitigation that the California Native American tribe may recommended to the lead agency.

(b) The consultation shall be considered concluded when either of the following occurs:

(1) The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource.

(2) A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Threshold ai): 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 § 5020.1(k);

An historic resource also can be a tribal cultural resource under CEQA. For example, a building or structure that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources , may be of cultural value to a Native American tribe. As discussed in Section 4.3, *Cultural Resources*, of this EIR, all prior recorded resources within the Project site are historic residential buildings, with the exception of the Jurupa Ditch (i.e., Zanja System), a large-scale historic agricultural canal.

All but one (P- 33-014342; 2861 Wallace Street) of the previously recorded buildings have been demolished since their recordation. Based on the analysis in Section 4.3, Cultural Resources, of this EIR, the historic ditch (i.e., Zanja System) is no longer eligible for the CRHR. The remaining historic resources (i.e., residential structures) observed and recorded during the pedestrian survey were evaluated and found to be not significant and not eligible for the CRHR.

During the AB52 and SB18 tribal consultation process discussed in more detail below, this information was provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation, and each tribe indicated that these historic resources were not tribal cultural resources. Therefore, the Project will have no impact with respect to a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k);

Threshold aii): 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 Resource Code § 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.

Significance Before Mitigation. Potentially significant.

A.3 Mitigation Measures

Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan verbatim:

"Cultural Resources Mitigation Measures CUL-1 and CUL-2 shall apply:

MM CUL-1 **Cultural Resources Monitoring Program (CRMP).** Prior to issuance of any grading permit, the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). The CRMP shall identify the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of a CRMP along with the executed copies of Monitoring Agreements with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation, either individually or collectively, shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. At the conclusion of monitoring, if resource(s) are determined to be less than significant, written evidence that

monitoring was completed shall be provided to the Jurupa Valley Planning Department. If any resources(s) are significant, Cultural Resources Mitigation Measure CR-2 shall apply.

MM CUL-2 Treatment Plan. A Treatment Plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The Treatment Plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall include a statement that the preparation of the Treatment Plan was discussed with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. The statement shall identify the date(s) and contact persons involved. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation."

Additionally, Tribal Cultural Resource Mitigation Measure TCR-1 shall apply:

MM TCR-1 **Disposition of Prehistoric and/or Tribal Cultural Resources.** One of the following treatments shall be applied:

1. Preservation–in-place, if feasible this is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s)and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing and recordation have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. The designated 10' x 10' location for reburial shall be in a predetermined area that is limited in accessibility, not subject to erosion or flooding, and may require the incorporation of natural deterrents such as prickly plants, etc. The final artifact inventory associated DPR forms and location of the reburial shall be included in a confidential Phase IV Report. The Phase IV Report shall be filed with CHRIS System at the Eastern Informational Center, at UC Riverside, under a confidential cover and not subject to a Public Records Request. Copies of the Phase IV Report shall also be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation."

A.4 Level of Significance After Mitigation

After implementation of MM CUL-1, CUL-2, and TCR-1, impacts would be less than significant.

4.17.7 Cumulative Impacts

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 Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. 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 CUL-1, CUL-2, and TCR-1, 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.

No TCRs have been identified within the Project site or within the vicinity of the Project site. The Project and related projects are located within a semirural area of the City of Jurupa Valley that has been disturbed by agricultural use and constructure of scattered residences over the decades. Should tribal cultural resources be uncovered during construction of these projects, each related project would be required to comply with the applicable laws and regulations regarding tribal cultural resources, as detailed in the Regulatory Framework in **Section 4.17.3**, Additionally, related projects would be required to comply with the consultation requirements of AB 52 and SB 18 to determine and mitigate any potential impacts to TCRs. Thus, cumulative impacts to tribal cultural resources would be less than significant and would not be cumulatively considerable. No cumulative tribal cultural resource impacts would occur with the implementation of the Project.

4.18 Utilities and Service Systems

This Section addresses the current conditions for utility and service system providers, including water, wastewater, stormwater, solid waste, electricity, and natural gas services, and the Project's physical impacts related to construction and the ability for these providers to serve the Project. Impacts on electricity and natural gas supplies and consumption are addressed in **Section 3.5**, *Energy*.

The information in this Section is based, in part, on the following technical reports prepared for the Project:

- Water Supply Assessment and Written Verification for The District at Jurupa Valley Specific Plan Project by Krieger & Stewart Engineering Solutions dated June 2022 (Krieger & Stewart, 2022), included in **Appendix D17** of this EIR.

- Sanitary Sewer Capacity Study completed by Kimley-Horn in December 2022 and included as **Appendix D23** of this EIR**.**

4.18.1 Existing Conditions

Water Supplies

RCSD's 2020 UWMP addresses water supply/water resources, reliability planning, water use provisions, supply and demand comparison provisions, water demand management measures, and water recycling, and includes a water shortage contingency plan. RCSD's 2020 UWMP is incorporated herein by reference. The Emerald Meadows Ranch project, which was the predecessor to the proposed Project, was identified by name in RCSD's 2020 UWMP (p. 3-27) as a future development whose proposed land uses were already included in RCSD's land use plan. The water demands for said land uses had previously been identified as 1,100 af/Yr in the 2015 Water Facilities Master Plan (Krieger & Stewart, 2022, pp. III-2-3).

RCSD currently has six potable and six non-potable water production wells that extract groundwater from the Riverside South Groundwater Basin. Essentially, all of RCSD's service area overlies the Riverside South Groundwater Basin. Based on RCSD's 2020 UWMP, future water demand (including water demand for the proposed Project) will be met by continued and increased production of groundwater from the Riverside South Groundwater Basin, augmented by water purchased from Western Municipal Water District and wheeled through the City of Riverside's distribution system (RPU connection).

The Riverside South Groundwater Basin is that portion of the Riverside Groundwater Basin located in Riverside County (The Riverside North Groundwater Basin is that portion of the Riverside Groundwater Basin located in San Bernardino County). The Riverside Basin is located between the Chino Groundwater Basin on the northwest and the Colton Groundwater Basin on the northeast. Chapter 6 of RCSD's 2020 UWMP includes additional descriptive information pertaining to the Riverside South Groundwater Basin. (Krieger and Stewart 2022, p. III-3). On March 1, 1963, Western Municipal Water District (WMWD) filed a suit for a general adjudication of water rights within the San Bernardino Basin Area. A physical settlement was completed and documents delineating the settlement were entered in the Superior Court of the State of California in and for the County of Riverside on April 17, 1969, being Judgment No. 78426 (hereafter referred to as the 1969 Judgment). The 1969 Judgment included the establishment of rights to extract water from three groundwater

basins (San Bernardino, Colton, and Riverside) and provided for replenishment in the event actual extractions exceed those rights. (Krieger & Stewart, p. III-4).

In accordance with a court judgment, RCSD can extract groundwater from the Riverside South Groundwater Basin without restrictions until the combined credit of the Colton, Riverside North, and Riverside South groundwater basins are depleted. Once the available credit is depleted, Western Municipal Water District (WMWD) will be obligated to provide groundwater replenishment (Krieger & Stewart, 2022, p. III-10).

Projected annual water production requirements for RCSD are summarized in **Table 4.18-1** below. The RCSD forecasts that it will have sufficient water supplies to meet demands in its service area over the 2025-2045 period in normal, single-dry-year, and multiple-dry-year conditions (Albert A Webb Associates, 2021, pp. 7.8, 7,10, and 7.13).

Table 4.18-1
PROJECTED ANNUAL WATER PRODUCTION REQUIREMENTS FOR RCSD

Year	Projected Groundwater Production (rounded) (afy)
2025	8,182
2030	10,914
2035	11,649
2040	12,338
2045	13,130

Source: Krieger & Stewart, 2022.

Water Conveyance

RCSD operates approximately 70 miles of water distribution pipelines (Albert A Webb Associates, 2021, p. 3-3). Existing water mains in and near the Project site include a 12-inch main in Rubidoux Boulevard, a 6-inch main in Wallace Avenue, and a 16-inch main in 34th Street (see **Figure 2.5-1**).

Wastewater Treatment

Wastewater from RCSD's service area is conveyed to the Riverside Water Quality Control Plant (RWQCP) in the City of Riverside, which has capacity of 46 mgd. Wastewater flows through the facility in 2020 were 28,345 acre-feet (af) or approximately 25.4 mgd (WSC, 2021, p. 6-9). Therefore, residual capacity at the facility is approximately 20.6 mgd.

Wastewater Conveyance

An existing sewer main crosses the site north-south in Wallace Street; the main is 15 inches diameter at the north site boundary and increases to 18 inches at the south boundary (Kimley-Horn 2022d).

Storm Drainage

The Project site is in the Santa Ana Watershed (Watershed). The Santa Ana River, the major stream in the Watershed, passes by the east Project site boundary. The Project site is divided into two drainage areas; Wallace Street marks the boundary between the two areas. Area B, west of Wallace Street, spans 121.08 acres. Area C, east of Wallace Street, spans 136.7 acres. The primary drainage conveyance in Area C is an open channel extending approximately north-south through the area C

outlets into the Santa Ana River through a 36-inch pipe in the west levee of the Santa Ana River near the southeast corner of the Project site (Kimley-Horn, 2022c).See **Figure 4.18-1**.

Solid Waste Disposal and Diversion

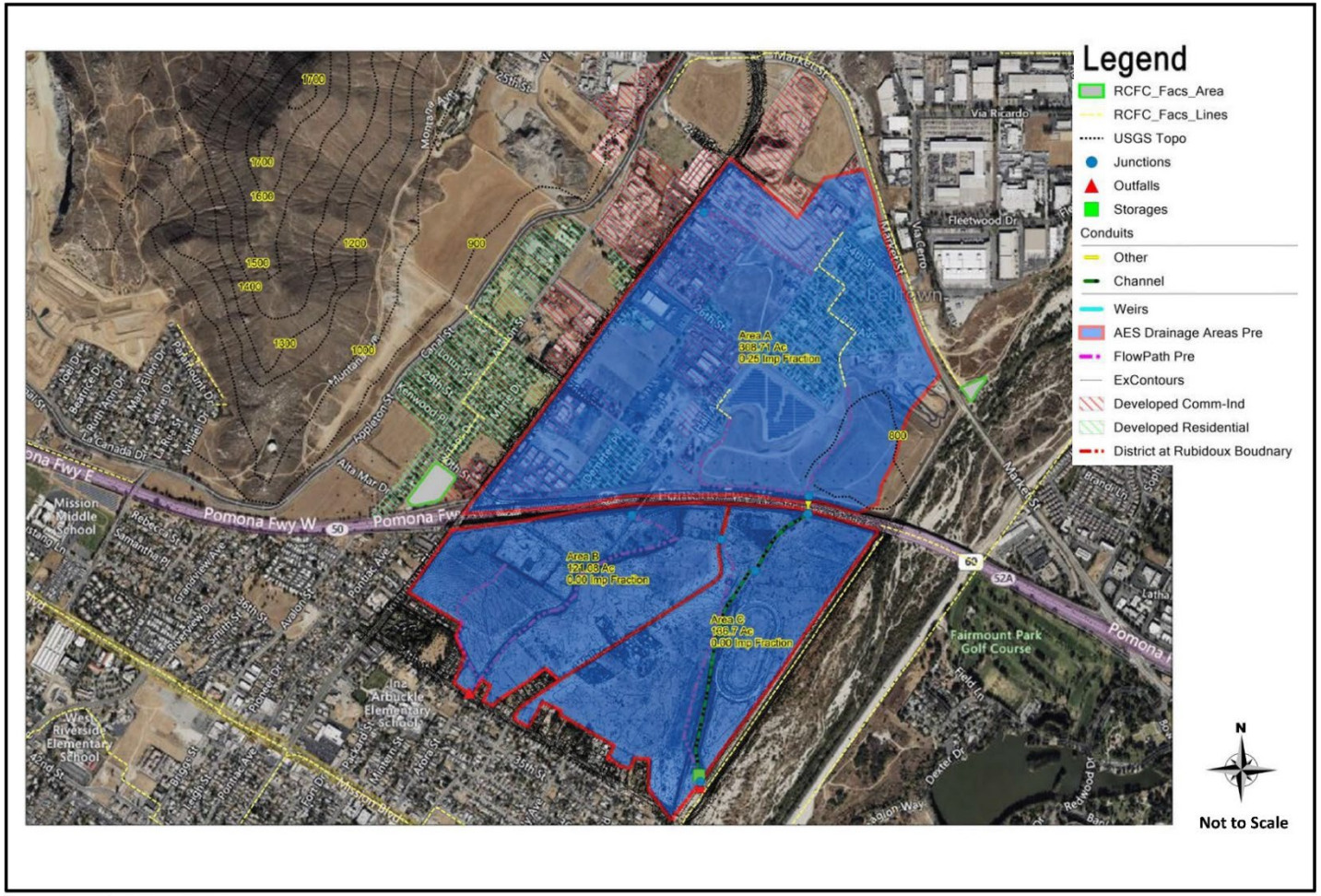
Burrtec collects solid waste from residences and commercial land uses from most of the City of Jurupa Valley including the Project site (City of Jurupa Valley, 2021). In 2019, the latest year for which data are available, approximately 98 percent of the solid waste landfilled from the City of Jurupa Valley was disposed of at the three facilities described below in **Table 4.18-2** (CalRecycle, 2021a).

Table 4.18-2
LANDFILLS SERVING THE CITY OF JURUPA VALLEY

Facility and Nearest City/Community	Remaining Capacity, cubic yards	Daily Permitted Disposal Capacity, tons	Actual Daily Disposal, tons[1]	Residual Daily Disposal Capacity, tons	Estimated Closing Date
Badlands Sanitary Landfill, Moreno Valley	15,748,799	4,800	2,813	1,987	2022
El Sobrante Landfill, Corona	143,977,170	16,054	10,996	5,058	2051
Lamb Canyon Sanitary Landfill, Beaumont	19,242,950	5,000	1,977	3,023	2029
Total	178,968,919	25,854	15,786	10,068	Not applicable

[1] Daily disposal calculated based on annual disposal tonnage assuming 300 operating days per year: that is, six days per week less certain holidays.
Sources: CalRecycle. 2021a. Jurisdiction Disposal by Facility; CalRecycle. 2021[b, c, and d]. Solid Waste Information System (SWIS): SWIS Facility/Site Search; CalRecycle. 2020f. 2019 Landfill Summary Tonnage Report (CalRecycle, 2021e).

Figure 4.18-1
DRAINAGE AREAS ON THE PROJECT SITE



Source: Kimley-Horn, 2022c.

UltraSystems
environmental • management • planning

District at Jurupa Valley
Pre-development
Drainage Subcatchments

Electricity

Southern California Edison (SCE) provides electricity to the Project site. Overhead electric distribution lines are present along Wallace Street, Hall Avenue, Rubidoux Boulevard, 34th Street, and the SR-60 Frontage Road.

Natural Gas

SoCalGas provides natural gas to the Project site. The nearest SCGC high-pressure distribution line to the Project site is in Rubidoux Boulevard (SoCalGas, 2022).

Telecommunications

The existing telecommunications services in the vicinity of the Project site are supplied by AT&T Distribution, Rubidoux Communication Services, and Spectrum (digalert.org, 2021).

4.18.2 Notice of Preparation/Scoping Comments

A letter from SCGC dated April 25, 2022 stated that their Transmission Department does not operate any facilities within the proposed site. However, their Distribution Department may maintain and operate facilities within the Project site and requested they be contacted to check and make sure there would be no conflict.

4.18.3 Regulatory Framework

State

Senate Bill 221 (California Government Code Section 66473.7)

Senate Bill (SB), California Government Code § 66473.7 prohibits approval of a tentative map, or a parcel map for which a tentative map was not required, or a development agreement for subdivisions of more than 500 dwelling units unless the legislative body of a city or county provides written verification from the applicable public water system (PWS) that there is a sufficient water supply to support the Project, defined as "the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision, in addition to existing and planned future uses, including, but not limited to, agricultural and industrial uses."

Senate Bill 610 (California Water Code Section 10910 et seq.)

SB 610, codified in the California Water Code, § 10910 et seq., became effective January 1, 2002. SB 610 requires counties and cities to consider the availability of adequate water supplies for certain new large development projects, including the proposed Project, as part of the California Environmental Quality Act (CEQA) process. Specifically, SB 610 requires that for certain projects subject to CEQA, the urban water supplier must prepare a Water Supply Assessment (WSA) that determines whether the projected water demand associated with a project is included as part of the most recently adopted urban water management plan.

Article 22.5 Drought Emergency Water Conservation, California Code of Regulations (Emergency Declaration and Executive Orders)

Governor Gavin Newsom declared a drought emergency on April 21, 2021. The declaration directed the Department of Water Resources, State Water Resources Control Board, Department of Fish and Wildlife and the Department of Food and Agriculture, in consultation with the Department of Finance, to take various actions to respond to water shortages, increase water conservation, and increase resilience of water supplies (Executive Department, 2021a). Governor Newsom expanded the drought emergency statewide in a proclamation dated October 19, 2021 (Executive Department, 2021b).

Assembly Bill 939, Integrated Solid Waste Management Act of 1989

Assembly Bill (AB) 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or show a plan to transform or divert their waste.

Assembly Bill 341 (Chapter 476, Statutes of 2011)

Assembly Bill 341 increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (California Public Resources Code §§ 42649.8 et seq.)

Assembly Bill 1826 requires recycling of organic matter by businesses and multifamily residences of five of more units that generate such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. Multifamily residences are not required to have a food waste diversion program.

Senate Bill 1383 (California Health and Safety Code §§ 39730.5 et seq.)

Senate Bill 1383 set targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce emissions of methane, a short-lived climate pollutant, from decomposition of organic waste in landfills, for the protection of people in at-risk communities as well as to reduce GHG emissions.

California Green Building Standards Code (Title 24 Part 11)

The California Green Building Standards Code, commonly referred to as the CALGreen Code, is set forth in California Code of Regulations Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the CALGreen Code, all water closets (i.e., flush toilets) are limited to 1.28 gallons per flush, and urinals are limited to 0.5 gallon per flush. In addition, maximum flow rates for faucets are established at: 2.0 gallons per minute (gpm) at 80 pounds per square inch

(psi) for showerheads; 1.2 gpm at 60 psi for residential lavatory faucets; and 1.8 gpm at 60 psi for kitchen faucets.

Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the 2019 California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

California Energy Efficiency Standards (Title 24 Part 6)

The California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6) contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. The California Energy Commission (CEC) updates the Energy Code every three years. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code.

Local

City of Jurupa Valley Municipal Code

City of Jurupa Valley Municipal Code Chapter 6.75 sets forth requirements for solid waste collection and disposal. Chapter 6.77 sets forth requirements for storage and collection of organic material and recyclable materials.

City of Jurupa Valley General Plan

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 the General Plan Consistency Analysis table in **Section 4.10**, *Land Use and Planning*.

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.

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.

4.18.4 Methodology

Analysis of impacts to utility capacities is based on the WSA completed by Krieger & Stewart in June 2022 (**Appendix D17**); the Rubidoux Community Services District 2020 Urban Water Management Plan adopted June 17, 2021, as amended April 7, 2022 (Albert A Webb Associates, 2021); the Water Master Plan for Rubidoux Community Services District. Dated May 5, 2022 (Albert A Webb Associates, 2022a); and landfill capacity and disposal information obtained online from the California Department of Resources Recovery and Recycling (CalRecycle, 2021a). Analysis of project impacts on utilities facilities within and next to the Project site is based on information in the proposed District at Jurupa Valley Specific Plan (City of Jurupa Valley, 2023a); in the Project Sanitary Sewer Capacity Study completed by Kimley-Horn in December 2022 and included as **Appendix D23** to this DEIR; and the 2022 Wastewater Master Plan for Rubidoux Community Services District. Dated May 5, 2022 (Albert A Webb Associates, 2022b).

4.18.5 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 biological resources. Based on these significance thresholds, a project would have a significant impact on biological resources 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;

Under the City's local significance threshold,: a significant impact may occur if the installation of water and sewer lines impacts land (either disturbed or undisturbed) to a degree that impacts cannot be mitigated to less than significant levels.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

Under the City's local significance threshold, a significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

Under the City's local significance threshold: A significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.

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; or

Under the City's local significance threshold, a project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:

- CSSF 2.67 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of75%.

- State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Under the City's local significance threshold, a project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

4.18.6 Environmental 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?***

Under the City's local significance threshold,: a significant impact may occur if the installation of water and sewer lines impacts land (either disturbed or undisturbed) to a degree that impacts cannot be mitigated to less than significant levels.

A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

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 utilities and service systems. The following applies 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 4.18-1 **Compliance with Rubidoux Community Services District Requirements.** The Project must comply with the Rubidoux Community Services District rules, regulations, conditions, requirements, and fees for commercial and industrial projects regarding water and sewer services.

Project Design Features (PDFs)

PDF 4.18-1 The Project shall provide a landscaping and irrigation plan for review and approval by City staff. The landscape plan shall be designed for the intended function of the Project and for the efficient use of water. The landscape plan shall address conditions of the Specific Plan area such as controlling erosion, filtering stormwater, screening of unsightly elements, creating shade, and softening the appearance of walls or structures. Both the landscaping and irrigation plans shall incorporate water conservation features.

PDF 4.18-2 Proposed landscaping should be in line with the base plant palette established for the Project. The palette features water-efficient, drought-tolerant species native to the region, and includes colorful shrubs and groundcovers, ornamental grasses and succulents, and evergreen and deciduous trees. Similar plant materials which exhibit very low or low water demand may be substituted for the species included in the plant palette if the alternative plants are climate appropriate and enhance the thematic setting. Requests to substitute plant material not listed in the plant palette shall require the approval of the Planning Director.

A.2 Impact Analysis

Water Supplies

Project construction would involve construction of a network of water mains under existing and proposed roadways. The mains would connect to existing mains at two places: Rubidoux Boulevard west of the site, and 34th Street at Wallace Street to the south. **Figure 2.5-1** in Section 2.0 of this EIR shows the proposed water plan. Impacts of construction and maintenance of the proposed water mains would be part of the impacts of the whole project analyzed throughout Chapter 4, Environmental Impact Analysis, of this EIR and summarized in Section 1.0, Executive Summary. No additional impact related to water supplies would occur. Impacts would be less than significant.

Wastewater

All proposed on-site mains are sized to meet RCSD flow depth and slope requirements. Project development would involve construction of a system of sewers that would connect to an existing sewer main at the intersection of Wallace Street and 34th Street; all wastewater from the Project would be conveyed to that existing main. **Figure 2.5-2** in Section 2 shows the proposed sewer plan. Impacts of construction and maintenance of the proposed sewer mains would be part of the impacts of the entire project analyzed throughout Chapter 4 of this EIR and summarized in Section 1.0, *Executive Summary*. No additional impact related to wastewater would occur. Impacts would be less than significant.

Storm Water Drainage

The Project site is divided into two drainage areas divided north to south along Wallace Street. In the westerly drainage area drainage flows southwesterly via a natural channel. In the easterly area drainage flows southerly via a man-made channel (Kimley-Horn, 2022c).

The Project would include construction of a drainage system including storm drains conveying runoff to two outfalls: one on the south site boundary at the intersection of Wallace Street and 34th Street,

and the other on the southeast site boundary next to the Santa Ana River. The Project would include construction of an offsite storm drain connecting the proposed outfall at Wallace Street and 34th Street to an existing storm drain in Mission Boulevard to the south. The proposed drainage system would have capacity to convey runoff from a 100-year, 24-hour storm to the existing drain in Mission Boulevard and to the Santa Ana River (see **Section 4.9**, *Hydrology and Water Quality*, for additional information). Impacts related to construction and operation of the proposed drainage system would be part of the impacts of the entire project analyzed throughout Chapter 4 of this EIR and summarized in Section 1.0, Executive Summary, and would be less than significant with implementation of PPP 4.9-3 set forth in Section 4.9, *Hydrology and Water Quality*. No additional impact related to storm water drainage would occur.

Electricity

Project construction would include installation of underground electric distribution lines serving the entire Specific Plan area. Impacts related to construction and operation of the proposed electric lines would be part of the impacts of the entire project analyzed throughout Chapter 4 of this EIR and summarized in Section 1.0, *Executive Summary*, and would be less than significant with implementation of mitigation measures GHG-1 and GHG-2 set forth in Section 4.7, *Greenhouse Gas Emissions*. No additional impact related to electricity would occur.

Natural Gas

Project construction would include installation of underground natural gas mains and laterals serving the entire Specific Plan area. Impacts related to construction and operation of the proposed natural gas pipelines would be part of the impacts of the entire project analyzed throughout Chapter 4 of this DEIR and summarized in Section 1.0, *Executive Summary*, and would be less than significant with implementation of mitigation measures GHG-1 and GHG-2 set forth in Section 4.7, *Greenhouse Gas Emissions*. No additional impact related to natural gas would occur.

Telecommunications

AT&T Distribution, Rubidoux Communication Services and Spectrum own and operate telecommunications facilities on the Project site. Project construction would include installation of telecommunications facilities onsite connecting to existing facilities on and near the site. Project development would not require construction of new or upgraded telecommunications facilities offsite. Impacts of construction and operation of new telecommunications facilities onsite would be part of the impacts of the whole project analyzed throughout Chapter 4 of this DEIR. Impacts would be less than significant and no additional impact related to telecommunications would occur.

Level of Significance Before Mitigation: With implementation of PPP 4.9-3 set forth in Section 4.9, Hydrology and Water Quality, impacts related to storm water drainage would be less than significant. Impacts related to construction and operation of the proposed electric lines and natural gas pipelines would be significant before mitigation. Impacts arising from construction of the rest of the new utility facilities would be less than significant.

A.3 Mitigation Measures

Mitigation measures GHG-1 and GHG-2 are required for project impacts on electricity and natural gas utilities. No mitigation measures are required specifically relating to impacts on water, wastewater treatment, storm water drainage, and telecommunications facilities.

A.4 Level of Significance After Mitigation

Impacts on water, wastewater treatment, storm water drainage, and telecommunications facilities systems are less than significant without mitigation.

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?

Under the City's local significance threshold, a significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.

B.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

See discussion under A.1 above.

Project Design Features (PDFs)

See discussion under A.2 above.

B.2 Impact Analysis

Water Supplies

The RCSD provides water to the Project site. RCSD's entire water supply is groundwater from the Riverside-Arlington Subbasin (Subbasin) of the Upper Santa Ana River Groundwater Basin produced through five active wells (Albert A Webb Associates, 2021, pp. 3-2, 3-3, and 6-2). The Subbasin spans approximately 92 square miles in western Riverside County and southwestern San Bernardino County. A court judgment in 1969 ("1969 Judgment") established rights to extract water from three groundwater basins: San Bernardino, Colton, and Riverside. Average annual extractions from the Colton Basin and the portion of the Riverside Basin within San Bernardino County for use outside San Bernardino Valley are 3,381 afy for the Colton Basin and 21,085 afy for the Riverside Basin. Five-year limits for the two basins are 16,905 af for the Colton Basin and 105,425 af for the Riverside Basin. Maximum one-year extractions are 4,057 af and 25,302 af, respectively.

In accordance with the 1969 Judgment, RCSD can extract groundwater from the Riverside South Groundwater Basin without restrictions until the combined credit of the Colton, Riverside North, and Riverside South groundwater basins are depleted. Once the available credit is depleted, WMWD will be obligated to provide groundwater replenishment. It is anticipated that the cost for replenishment will be allocated to all groundwater extractors, including RCSD.

Total extractions from the Colton, Riverside North, and Riverside South Basins have increased from 36,036 afy in 2016 to 37,521 afy in 2020, approximately a 1-percent increase per year. Assuming groundwater extractions from these three groundwater basins continue to increase 1 percent per

year, total extraction would increase to approximately 48,777 afy by 2050. At this rate, it would take over 11 years to deplete the currently available credit of 546,307 af (a figure which continues to increase). Even after the available credit is depleted, RCSD can continue to extract groundwater from the Riverside South Groundwater Basin; however, RCSD could be subject to payment of its share of the cost of groundwater replenishment to maintain pumping to meet future water demands (Krieger & Stewart, 2022, p. III-10). RCSD forecasts that its groundwater production from the Riverside South Basin will increase from 8,182 afy in 2025 to 13,130 afy in 2045, as shown in **Table 4.18-1** above (Krieger & Stewart, 2022, p. III-9). RCSD forecasts that it will have sufficient water supplies to meet demands in its service area over the 2025-2045 period in normal, single-dry-year, and multiple-dry-year conditions (Albert A Webb Associates, 2021, pp. 7.8, 7,10, and 7.13).

RCSD also plans to increase future water supplies to the area by developing three new well fields and by purchasing imported water from the City of Riverside Public Utilities (RPU) (Albert A Webb Associates, 2021, p. 6-15 and 6-16).

Project water demand is estimated at 612.08 afy or 546,400 gallons per day (gpd) (Krieger & Stewart, 2022, p. II-2); see **Table 4.18-3** below. RCSD has sufficient existing and planned water supplies to meet proposed Project water demands in normal, single-dry-year, and multiple-dry-year conditions (Krieger & Stewart, 2022, p. IV-2).

TABLE 4.18-3
PROJECT WATER DEMAND DETERMINATION

Land Use	Maximum Annual Use (afy)
Commercial	
Neighborhood	21.90
Retail	36.09
Retail – Power Center (Furniture Store/Warehouse)	121.01
Tourist (Hotel)Vacated R/W (Park)	0.94
Vacated R/W (Park)	4.89
NAP Parcel	0.00
Commercial Subtotal	**184.83**
Residential	
Highest Density Residential[1]	254.88
Residential Subtotal	**254.88**
Business Park	
Business Park (BP)	10.84
Vacated R/W (Park)	1.30
NAP Parcel	0
Business Park Subtotal	**12.14**
Industrial/Logistics	
Industrial/Logistics	157.73
Vacated R/W (Park)	0.43
Industrial/Logistics Subtotal	**158.16**
Public Improvements	
Public Streets	0.00
Public Parkway (Park)	0.98
Public Facility	1.09
Public Improvements Subtotal	**2.07**
Project Totals	**612.08**

[1] Density permits up to 25 DU/acre, with no minimum

Source: Krieger & Stewart, 2022, Appendix E-1

Additionally, as discussed in the WSA (see **Appendix D17**) a demand determination for the Project, incorporating the current proposed land use plan and updated residential water use assumption, is included in RCSD's 2022 Water Master Plan (Albert A Webb Associates, 2022a). According to the calculations in Appendix E of the WSA, the maximum anticipated total project water demand of approximately 612 afy is considerably less than the 1,100 afy covered by the 2020 UWMP. Therefore, the Project's water demand has actually been included and accounted for in RCSD's most recently adopted UWMP, with a substantial safety factor. Thus, project impacts on water supplies would be less than significant.

Since the Project's water demand has been included in RCSD's most recently adopted UWMP, a WSA under CWC 10910 (SB 610) is technically not required; however, this fact does not eliminate the requirement for a Written Verification under CGC 66473.7. Since the Project's water demand has been included in RCSD's most recently adopted UWMP, it is included as evidence in the Written Verification and WSA (in accordance with the requirements of CGC 66473.7) that there is a sufficient water supply to support the Project, defined as "the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the Projected demand associated with the proposed subdivision, in addition to existing and planned future uses, including, but not limited to, agricultural and industrial uses." (Krieger & Stewart, 2022, p. III-10). The WSA states that RCSD has adequate water supplies to meet projected water demands for a 25-year period, that is, through 2050 (Krieger & Stewart, 2023).

Level of Significance Before Mitigation: With implementation of PPP 4.18-1, Compliance with Rubidoux Community Services District Requirements, adequate water supplies are available to serve the Project and impacts would be less than significant.

B.3 Mitigation Measures

No mitigation measures are required.

B.4 Level of Significance After Mitigation

Impacts on water supplies are 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?

Under the City's local significance threshold: A significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.

C.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

PPP 4.18-2 **Evidence of Adequate Wastewater Treatment Capacity.** Prior to the issuance of grading permits for each development project pursuant to the proposed Specific Plan, the Project Applicant must provide sufficient evidence to the City of Jurupa Valley Engineering Department that the Rubidoux Community Services District has verified that adequate capacity is available at the City of Riverside Water Quality Control Plant (RWQCP) to serve the Project.

Project Design Features (PDFs)

See discussion under A.1 above.

C.2 Impact Analysis

Wastewater from RCSD's service area is conveyed to the Riverside Water Quality Control Plant (RWQCP) in the City of Riverside, which has capacity of 46 mgd. Wastewater flows through the facility in 2020 were 28,345 af or approximately 25.4 mgd (WSC, 2021, p. 6-9). Therefore, residual capacity at the facility is approximately 20.6 mgd.

The RCSD, in its 2022 Wastewater Master Plan (Albert A Webb Associates, 2022b) identified no deficiencies downstream of the Project site based on the previously approved uses. Those previously approved uses were estimated to generate approximately 283,697 gpd on average. The proposed Project is projected to generate approximately 286,650 gpd average (see **Table 4.18-4** below), an increase of approximately 1.0 percent. Since the generation rate of the Specific Plan is substantially similar to the uses studied in the RCSD Master Plan, the Specific Plan is not expected to require any additional downstream improvements or facility upgrades. Sufficient wastewater treatment capacity is available in the region for project wastewater generation, and impacts would be less than significant.

Table 4.18-4
ESTIMATED PROJECT WASTEWATER GENERATION

Use	Generation Rate (gpd/acre)	Area (acre)	Average Daily Flow (gpd)
Commercial Subtotal	500	92.1	46,050
High Density Residential Subtotal	4,200	47.8	200,760
Business Park Subtotal	500	7.4	3,700
Industrial Subtotal	500	72.1	36,050
Public/Open Space Subtotal	500	0	0
Total		**219.4**[a]	**286,560**

[a] The acreage here is less than the entire 246.8-acre Project site because some land uses that don't generate wastewater—such a as roadways and the stormwater basin—are omitted.
Source: Kimley-Horn 2022d

Level of Significance Before Mitigation: Impacts on wastewater treatment capacity would be less than significant.

C.3 Mitigation Measures

No mitigation measures are required.

C.4 Level of Significance After Mitigation

Impacts on wastewater treatment systems are 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?

Under the City's local significance threshold, a project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:

- CSSF 2.67 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of75%.

- State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.

Or

Threshold e): Would the project Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Under the City's local significance threshold, a project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

D.1 & E.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs)

Plans, Policies, and Programs (PPPs)

See discussion under A1 above

Project Design Features (PDFs)

See discussion under A.1 above

D.2 & E.2 Impact Analysis

Development would increase solid waste generation by an estimated 38,823 pounds (19.4 tons) per day, as shown below in **Table 4.18-5** below. Sufficient solid waste disposal capacity is available in the region for project solid waste generation. The three landfills serving the City of Jurupa Valley have a total remaining capacity of approximately 10,000 tons per day (see **Table 4.18-2** above).

Table 4.18-5
ESTIMATED PROJECT SOLID WASTE GENERATION

Land Use	Proposed Residential units	Proposed nonresidential uses	Units	Solid Waste Generation, pounds per day	
				Per unit[1]	Total
Residential					
Multi-family residential	1,192	0	units	10	11,920
Commercial					
Commercial/retail	0	212,500	sf	0.006	1,275
Showroom and assembly/warehouse	0	1,000,000	sf	0.01	10,000
Hotel	0	160	rooms	2.8	448
Subtotal	0				11,723
Industrial and Business Park					
Warehouse Logistics Center	0	1,500,000	sf	0.01	15,000
Business Park	0	30,000	sf	0.006	180
Subtotal	0				15,180
Open Space					
Parks and open space	0	10	acres	No generation factor is available	0
Total					
					38,823

[1] Source: CalRecycle, 2019.

Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for the City of Jurupa Valley are 5.3 pounds per day (ppd) for residents and 15.4 ppd for employees. Actual disposal rates in 2020, the latest year for which data are available, were 4.3 ppd per resident and 13.2 ppd per employee (CalRecycle, 2021a), which are consistent with AB 939.

City of Jurupa Valley General Plan Policy CSSF 2.67, *Waste Diversion,* mandates at least the minimum construction and demolition waste diversion requirement of 75percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid waste disposal would be less than significant.

Level of Significance Before Mitigation: Impacts on solid waste disposal capacity would be less than significant.

D.3 & E.3 Mitigation Measures

No mitigation measures are required.

D.4 & E.4 Level of Significance After Mitigation

Impacts on solid waste systems are less than significant without mitigation.

4.18.7 Cumulative Impacts

Water Supplies

The area considered for cumulative impacts on water supplies is the RCSD service area, approximately eight square miles in the east end of the City of Jurupa Valley, with an estimated population of 36,827. Approximately 123 acres (or 0.2 square mile) of RCSD's service area is in unincorporated San Bernardino County; the balance is in the City of Jurupa Valley (Albert A Webb Associates, 2021). The population of RCSD's service area is estimated to increase to 61,794 in 2045, an increase of 24,967 or approximately 68 percent. Water demands in RCSD's service area are estimated to increase from 7,960 afy in 2025 to 12,886 afy in 2045, an increase of 4,926 afy or approximately 62 percent (Albert A Webb Associates, 2021). RCSD forecasts that it will have sufficient water supplies to meet demands in its service area over the 2025-2045 period, which includes all other projects in the service area. All other projects will be required to make a demand determination which will be evaluated against the water supply identified in the UWMP,.

A demand determination for the Project, incorporating the current proposed land use plan and updated residential water use assumptions is already included in the RCSD's 2022 Water Master Plan (Albert A Webb Associates, 2022a). According to the calculations in Appendix E of the WSA, the maximum anticipated total project water demand of approximately 612 afy is considerably less than the 1,100 afy estimated for the Project by the 2020 UWMP. Therefore, the Project's water demand has been included in RCSD's most recently adopted UWMP, with a substantial safety factor. For these reasons, cumulative water supply impacts would be less than significant, and project impacts on water supplies would not be cumulatively considerable.

Wastewater

The area considered for cumulative impacts on wastewater treatment facilities is the RWQCP service area, which encompasses the cities of Riverside, Jurupa Valley and Eastvale, part of the west end of the city of Moreno Valley, and the community of Highgrove in unincorporated Riverside County. The proposed Project is projected to generate approximately 286,650 gpd average, an increase of approximately 1.0 percent compared to estimated wastewater generation by buildout of existing General Plan land use designations for the Project site. Wastewater flows to the RWQCP are estimated to increase from 25.4 mgd in 2020 to 40 mgd in 2035 (WSC, 2021; MWH and Carollo, 2014). Other projects would increase wastewater generation in the RWQCP service area. The RWQCP has capacity of 46 mgd, sufficient to accommodate forecast growth in the region through 2035(WSC, 2021). The Plant receives domestic, commercial, and industrial wastewater from a 87.4-square mile service area that includes the City of Jurupa Valley.. The Plant is capable of generating tertiary effluent compliant with nitrified Title 22 standards for groundwater recharge, stream augmentation of the Santa Ana River, and landscape irrigation. The current design capacity of the Plant is 40 million gallons per day (mgd) on an average annual basis. The maximum total average daily flow (ADF) was 34.0 mgd in the year 2005 based on annual averages for the time period 2000 to 2012. At the completion of a Phase

1 expansion project, the Plant will be able to treat up to 46 mgd, which is higher than the projected flow rate for the year 2035. Future expansion may increase Plant capacity to 52 mgd (Carollo, 2019). Therefore, cumulative impacts on wastewater treatment capacity would be less than significant, and project impacts would not be cumulatively considerable.

Stormwater Drainage

The proposed drainage system would have capacity to convey runoff from a 100-year, 24-hour storm to the existing drain in Mission Boulevard and to the Santa Ana River (see **Section 4.9**, *Hydrology and Water Quality*, for additional information) Other projects in the Watershed would add impervious surfaces and thus could increase runoff from the respective Project sites. Other projects within the Watershed would be required to comply with regulations set forth by the Santa Ana Regional Water Quality Control Board and by agencies in San Bernardino, Riverside and Orange counties. Compliance with existing drainage requirements would reduce cumulative impacts on surface water and drainage to less than significant, and project impacts would not be cumulatively considerable.

Solid Waste Disposal

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 a nominal portion of daily disposal capacities at existing landfill facilities as discussed above.

In 2019, 82,917 tons of solid waste were landfilled from the City of Jurupa Valley (CalRecycle, 2020a). Proposed Project development would increase solid waste generation by an estimated 38,823 pounds (19.4 tons) per day. Population and employment in the City are forecast to increase by approximately 18 percent and 16 percent, respectively, between 2016 and 2045 (see Section 3.0, Environmental Setting). Taking the population forecast (18 percent) for a conservative estimate, solid waste disposal from the City is estimated to increase from 82,917 tons per year (that is, approximately 227 tons per day) landfilled in 2019 to approximately 97,842 tons per year, or approximately 268 tons per day. The three landfills serving Jurupa Valley have total remaining capacity of just over 10,000 tons per day, so the increase would represent less than three percent of total capacity. Cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable. Burrtec and Waste Management oversee regional waste diversion programs and contracts for the solid waste recycling collection services provided within this area of the County. Cumulative projects listed in Table 3-1 consist predominantly of industrial, commercial and residential uses and would generate solid waste that would increase demand on solid waste facilities to receive, process, and dispose solid waste. Several regional landfills are located in the Project vicinity, with a combined remaining capacity of at least 262 million cubic yards. Existing solid waste facilities provide sufficient capacity to serve cumulative development. Therefore, the proposed Project, in conjunction with identified cumulative projects in the area, would result in a less than significant cumulative impact related to solid waste generation and landfill capacity. Additionally, the proposed Project's incrementation contribution to the less than significant cumulative impact would not be cumulatively considerable. According to the Riverside County Waste Department of Waste Resources, the Integrated Waste Management plan 2018-Five Year Review Report states that there is enough combined disposal capacity for the region for at least the next 15 years (Department of Waste Resources, 2018).

SECTION 5.0 - ALTERNATIVES

5.0 ALTERNATIVES

5.1 Introduction

An essential aspect of the environmental review process under CEQA is the identification and analysis of alternatives to a proposed project. Specifically, Public Resources Code (PRC) § 21001 states that the environmental review process is intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives which will avoid or substantially lessen such significant effects. In addition, PRC § 21002.1 (a) states, in part, that the purpose of an environmental impact report is to identify the significant effects on the environment of a project, identify alternatives to the project, and indicate the manner in which those significant effects can be mitigated or avoided.

Section 15126.6 of CEQA provides guidance regarding the consideration and discussion of project alternatives in an EIR. More specifically, CEQA Guidelines § 15126.6(a) states the following:

> *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.*

Furthermore, the CEQA Guidelines advise that project alternatives be selected primarily based on the ability to avoid or substantially lessen significant impacts relative to those of the proposed project, even if the alternatives would impede, to some extent, the attainment of the project objectives, or would even be more costly. The CEQA Guidelines further instruct that the identification of alternatives be guided by a "rule of reason," so that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible. CEQA Guidelines § 15126.6(f)(1) states that:

> *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 addition, the CEQA Guidelines § 15126.6(e) requires an analysis of a "no project" alternative, and § 15126.6(f)(2) requires an evaluation, if feasible, of alternative location(s) for the project. Based on the alternatives analysis, an environmentally superior alternative is then designated. If the No Project/No Build Alternative ends up as the "environmentally superior alternative," then the EIR shall identify an environmentally superior alternative among the other alternatives.

Under CEQA, the goal of identifying the environmentally superior alternative is to assist decision-makers in considering project approval. However, CEQA does not require an agency to select the environmentally superior alternative (CEQA Guidelines § 15042-15043). Specifically, CEQA Guidelines § 15043 states that a public agency may approve a project even though the project would

cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that:

(a) There is no feasible way to lessen or avoid the significant effect (see CEQA Guidelines § 15091); and

(b) Specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project (see CEQA Guidelines §15093).

As stated in CEQA Guidelines § 15093(a):

> *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."*

In accordance with CEQA Guidelines §15126.6, the following section discusses a reasonable range of alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen potential significant impacts of the project, and evaluate the comparative merits of the alternatives."

5.1.1 Significant Unavoidable Impacts

The proposed Project was analyzed for potentially significant impacts related to each of the environmental topic areas discussed in **Sections 4.1** through **4.18**. The results of the analysis demonstrate that the proposed Project would result in the following **significant and unavoidable** impacts:

- **Project-level Air pollutant emissions:** ROG, NOx, and CO emissions from construction would exceed SCAQMD thresholds during construction of Phase 2 overlapped with Operations of Phase 1. Emissions from project operations would exceed the SCAQMD's regional significance thresholds for ROG, NOx and CO at buildout, thus resulting in a cumulatively considerable impact.

- **Cumulative Off-Site Roadway Noise**: Project-generated traffic volumes would meet the cumulative noise impact criteria for multiple roadway segments and mitigation to reduce the Project's mobile off-site noise is not feasible. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would be cumulatively considerable and impacts would be significant and unavoidable.

- **Cumulative Greenhouse Gas Emissions:** Emissions from project operation would exceed the City's significance threshold of 3,000 MTCO2e per year. This is considered cumulative because GHG emissions are by nature a cumulative, global impact.

- **Project-Level Vehicle Miles Traveled:** Operation of proposed regional retail uses would generate a net increase in citywide vehicle miles traveled.

5.1.2 Summary of Proposed Specific Plan

The proposed District at Jurupa Valley Specific Plan (City of Jurupa Valley, 2022a) will serve both a regulatory and planning function, guiding the necessary community design, infrastructure, and public service requirements in a coordinated and logical process. The proposed Project would permit development of 1,192 residential units consisting of a mix of single-family and multi-family units on approximately 42.0 acres; approximately 3.0 million square feet of employment-generating land uses on 173.7 acres, including 1.5 million square feet of industrial/logistics uses on 68.2 acres and 1.5 million square feet of commercial and business park uses on 105.5 acres; 11.1 acres of open space; and 22.4 acres of roadways, other public improvements, and facilities (City of Jurupa Valley, 2022a, Table 1-1 Land Use, Section 1–p. 3).

5.1.3 Proposed Specific Plan Objectives

The applicant's objectives for the proposed Project are:

- Respond to the physical and market-driven aspects of future development opportunities.
- Transform the area into a visually attractive, welcoming, and safe development and environment.
- Define the appropriate location, maximum intensity and mix of uses through new development standards.
- Create guidelines and standards for architecture that reinforces the unique character and identity of the City of Jurupa Valley characterized by high quality architectural forms and material and emphasize a Southern California lifestyle that maximizes the outdoor spaces.
- Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives and/or local streets.
- Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues and infrastructure improvements.
- Establish an open space plan that accommodates passive recreation amenities and areas for the community to gather for outdoor venues.
- Create a multimodal circulation network within the site to adequately service envisioned uses, activities and contain vehicular impacts.
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, in order to avoid excess, unnecessary parking and ensuring no overflow parking into public streets.

- Create guidelines and standards for safe and efficient vehicular and pedestrian movement; and minimize impacts of truck traffic and circulation throughout the site and adjoining areas.

- Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections and other facilities to adequately support development.

- Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize release of pollutants into the environment.

5.2 Alternatives Considered and Rejected as Infeasible

According to CEQA Guidelines § 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. The factors that may be used to eliminate an alternative from detailed consideration may include the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that have been considered and rejected as infeasible include the following:

Alternative Project Site:

- The Project proposes to develop an approximately 248-acre site within the City with several land use types. Due to the size of the Project, significant and unavoidable impacts under the topics of air quality (ROG, NOX and CO construction and operational emissions), GHG emissions noise (cumulative offsite roadway noise) and VMT generated by the regional retail uses 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, vacant areas of the City are generally hilly and therefore less amenable to development than the proposed Project site. Development of buildings with large footprints (e.g. industrial uses) would require a great amount of grading on hilly topography. In addition, vacant land in the City – especially south of the SR-60 – is not close to a freeway, as the proposed Project site is. Vacant land south of the SR-60 is also closer to sensitive land uses than the proposed Project site is; thus, environmental impacts could be greater than those of the proposed 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.

No Residential Land Use Alternative:

- The City considered an alternative in which the residential component of the proposed Project was deleted; in this scenario the entire project—other than roadways and a stormwater detention basin—would be employment-generating land uses. The proportions of employment-generating land uses in this alternative are similar to the proportions of such land uses out of total employment-generating land uses in the proposed Project—that is, approximately 136 acres commercial uses, and 112.4 acres industrial and business park uses. This alternative was proposed in response to the jobs-housing ratio for the city of Jurupa Valley, which is housing-rich and is expected to remain housing-rich through 2045. The City rejected this alternative, as it would have only partially achieved several of the objectives of the proposed Project.

5.3 Overview of Selected Alternatives

As discussed above, alternatives are identified to reduce the significant impacts of a proposed project. Based on the analyses provided in **Section 4.0**, *Environmental Impact Analysis*, of this Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to Air Quality (**Section 4.2**), Greenhouse Gas Emissions (**Section 4.7**), and vehicle miles traveled (specific to regional retail and other uses; **Section 4.16**).

After the implementation of mitigation measures, the Project would still have significant environmental effects, which would necessitate the adoption of a Statement of Overriding Considerations for impacts regarding air quality and greenhouse gas emissions.

Therefore, the alternatives to the Project, listed below, were selected for evaluation based on the significant environmental impacts of the Project, the basic objectives established for the Project as presented in **Section 2.0** of this Draft EIR, and the feasibility of the alternatives considered. Each of these alternatives is described in the sections that follow.

- **Alternative 1: No Project/No Development Alternative**
- **Alternative 2: No Project/Existing Specific Plan Alternative**
- **Alternative 3: Reduced Commercial Uses Alternative**
- **Alternative 4: Reduced Industrial Uses Alternative**
- **Alternative 5: No Commercial and Industrial Uses Alternative**

Consistent with the CEQA Guidelines § 15126.6(d), each alternative was assessed at a level of detail necessary to determine if the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the proposed Project. Furthermore, each alternative was evaluated to determine whether the Project's basic objectives, identified in **Section 2.0** of this Draft EIR, would be significantly attained by the alternative. The evaluation of each of the alternatives follows the process described below:

1. An alternative's net environmental impacts for each environmental issue area were determined assuming that the alternative would implement the same project design features and mitigation measures identified in **Section 4.0**.

2. The post-mitigation significant and non-significant environmental impacts of an alternative and the Project were compared for each environmental issue area as follows:

   - Less: If the net impact of an alternative would be clearly less adverse or more beneficial than the impact of the Project, the comparative impact was determined to be "less."

   - Greater: If the net impact of an alternative would clearly be more adverse or less beneficial than the Project, the comparative impact was determined to be "greater."

   - Similar: Where the impact of an alternative and project would be roughly equivalent, the comparative impact was determined to be "similar."

3. The comparison of the impacts is followed by a general discussion of whether the underlying purpose and basic project objectives are feasibly and substantially attained by the alternative.

Table 5.3-1 on the following page provides a summary of the description of alternatives and a comparison of the different project components. **Table 5.3-2** provides a summary comparison, by environmental topic, of the Project impacts and the impacts of each of the alternatives. **Table 5.3-3** provides a summary comparison of each of the alternatives' ability to meet the goals and objectives of the Project.

Table 5.3-1
SUMMARY OF ALTERNATIVES

	Proposed Project	Alternative 1: No Project/No Development Alternative	Alternative 2: No Project/Existing Specific Plan Alternative	Alternative 3: Reduced Commercial Uses Alternative	Alternative 4 Reduced Industrial Uses Alternative	Alternative 5: No Commercial and Industrial Uses Alternative
Brief Description	The proposed Project includes a revised specific plan with several land uses for the development of 248.3 acres in the northeast part of the City of Jurupa Valley.	This alternative would involve the continuation of existing conditions on the site; therefore, buildings would remain on the Project site and no new buildings or uses would be constructed or demolished.	This alternative involves development of a Specific Plan for mixed uses—mostly residential—on 278.45 acres mostly consisting of the proposed Project site (JHA Consulting Inc., 2005, p. III-8).	This alternative consists of the proposed Project less all 12 million square feet of regional retail uses in the proposed Project, to be replaced by residential uses (797 units in 56.9 acres) and 14 acres of open space. This alternative would include a total of 1,993 residential units (Gorham, 2023).	This alternative consists of the proposed Project less all 1.5 million square feet of industrial uses in the proposed Project. Industrial uses would be replaced by residential (525 units in 21 acres); warehouse (37 acres and 750,000 square feet of building area); neighborhood commercial (10 acres and 80,000 square feet of building area); and open space (4 acres) uses (Gorham, 2023).	In this alternative the commercial, business park, and industrial uses in the proposed Specific Plan (totaling 177 acres) are replaced with open space. The types of open space uses are undetermined but could include passive (natural) open space and/or a sports park. This alternative would include a total of 185 acres of open space (Gorham, 2023).
Existing Uses to Remain	4 residential units.	The Project site would remain undeveloped and vacant except for 11 single-family residences in the central part of the site and two garages on the southeast site boundary.	No existing uses would remain	4 residential units.	4 residential units.	4 residential units.
Proposed Land Uses and Square Feet	Residential: 1,196 residential units on 42.0 acres (including 4 existing units). Commercial Retail: a neighborhood shopping center (including a grocery store, restaurants, retail stores, and community services), an area designated for big-box retailers, and a hotel. The total retail area would encompass approximately 97.7 acres. Business Park: approximately 30,000 square feet on 7.8 acres (1.0 acre is existing). Industrial: approximately 1.5 million square feet of building area on 67.3 acres Open Space: 11.1 acres (City of Jurupa Valley, 2023).	The buildings on site would remain as single-family residential units. No change translates to no impact on the Project site.	Residential: 1,196 units on 178.76 acres Commercial: 186,000 square feet on 20.4 acres Church: 25 acres Elementary School: 12 acres Parks: 17.55 acres Roadways and rights-of-way: 24 acres (JHA Consulting Inc., 2005, p. III-8).	Residential: 1,993 units on 98.5 acres Business Park: 30,000 square feet on 7.8 acres Industrial: 1.5 million square feet on 68.2 acres Open Space: 22.2 acres Roadways and rights-of-way: 21.6 acres (Gorham, 2023)	Residential: 1,721 units on 62.6 acres Business Park: 30,000 square feet on 7.8 acres Commercial: 1,612,500 square feet on 107.1 acres Storage: 750,000 square feet on 37 acres Open Space: 12.2 acres (Gorham, 2023)	Residential: 1,196 units on 41.6 acres Open Space: 185.2 acres Roadways and rights-of-way: 21.6 acres (Gorham, 2023)
Number of parking spaces	The proposed Specific Plan would apply flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times.	Approximately 22 (2 per existing residential unit)	This alternative would use flexible parking standards as the proposed Project would.	This alternative would use flexible parking standards as the proposed Project would.	This alternative would use flexible parking standards as the proposed Project would.	This alternative would comply with Specific Plan parking standards for included land uses (e.g., 2 parking spaces per single-family residential unit).

Sources: City of Jurupa Valley, 2022a; JHA Consulting Inc., 2005; Gorham, 2023.

Table 5.3-2
COMPARISON SUMMARY OF PROJECT IMPACTS AND ALTERNATIVES IMPACTS

Environmental Topic	Proposed Project	Alternative 1: No project/No Development Alternative	Alternative 2: No Project/Existing Specific Plan Alternative	Alternative 3: Reduced Commercial Uses Alternative	Alternative 4: Reduced Industrial Uses Alternative	Alternative 5: No Commercial and Industrial Uses Alternative
Aesthetics						
Construction						
Scenic Vistas	LTS	Less (no impact)	Less (no impact)	Similar (no impact)	Similar (no impact)	Less (LTS)
Visual Character	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Light and Glare	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Operation						
Scenic Vistas	LTS	Less (no impact)	Less (no impact)	Similar (LTS)	Similar (LTS)	Less (LTS)
Visual Character	LTS	Less (no impact)	Similar (LTS)	Slightly reduced (LTS)	Similar (LTS)	Less (LTS)
Light and Glare	LTS	Less (no impact)	Similar (LTS)	Slightly reduced (LTS)	Reduced (LTS)	Less (LTS)
Air Quality						
Construction						
Regional Emissions	LTS w/Mitigation	Less (no impact)	Greater (SU)	Less (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Localized Emissions	LTS w/Mitigation	Less (no impact)	Unknown- not analyzed	Less (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Toxic Air Contaminants	LTS w/Mitigation	Less (no impact)	Unknown- not analyzed	Less (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Operation						
Regional Emissions	SU	Less (no impact)	Similar (SU)	Reduced (SU)	Greater (SU)	Less (LTS)
Toxic Air Contaminants	LTS	Less (no impact)	Unknown- not analyzed	Similar (LTS)	Similar (LTS)	Less (LTS)
Biological Resources						
Construction	LTS w/Mitigation	Less (no impact)	Greater (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Operation	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Cultural Resources						
Historic Resources	No impact	Similar (no impact)	Similar (LTS w/Mitigation)	No Impact	No Impact	Similar (no impact)
Archaeological Resources	LTS w/Mitigation	Less (no impact)	Similar (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Reduced (LTS w/Mitigation)
Energy						
Construction	LTS	Less (no impact)	Less (LTS)	Less (LTS)	Similar (LTS)	Less (LTS)
Operation	LTS	Less (no impact)	Less (LTS)	Less (LTS)	Greater (LTS)	Less (LTS)
Geology and Soils						
Geology and Soils	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Paleontological Resources	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Reduced (LTS w/Mitigation)
Greenhouse Gas Emissions						
Construction	SU	Less (no impact)	Less (LTS)	Less (SU)	Similar (SU)	Less (SU)
Operation	SU	Less (no impact)	Similar (SU)	Similar (SU)	Greater (SU)	Less (SU)
Hazards and Hazardous Materials						
Construction	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Operation	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Less (LTS)	Less (LTS)
Hydrology and Water Quality						
Construction	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Operation	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Slightly reduced (LTS)	Less (LTS)
Land Use and Planning						
Land Use Consistency	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Mineral Resources						
Regional Resources	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Local Resources	No impact	Similar (no impact)	Similar (no impact)	Similar (no impact)	Similar (no impact)	Similar (no impact)
Noise						
Construction						

Environmental Topic	Proposed Project	Alternative 1: No project/No Development Alternative	Alternative 2: No Project/Existing Specific Plan Alternative	Alternative 3: Reduced Commercial Uses Alternative	Alternative 4: Reduced Industrial Uses Alternative	Alternative 5: No Commercial and Industrial Uses Alternative
Onsite Noise	LTS w/ mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Less (LTS)	Less (LTS)	Less (LTS)
Onsite Vibration	LTS w/ mitigation	Less (no impact)	Less (LTS)	Less (LTS)	Less (LTS)	Less (LTS)
Operation						
Onsite Noise	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Reduced (LTS w/Mitigation)	Reduced (LTS w/Mitigation)	Less (LTS)
Offsite Noise (cumulative offsite roadway noise)	SU	Less (no impact)	Less (LTS)	Less (LTS)	Increased (SU)	Less (LTS)
Population and Housing						
Construction and Operation	LTS	Less (no impact)	Greater (LTS)	Similar (LTS)	Similar (LTS)	Slightly greater (LTS)
Public Services						
Fire Protection Services	LTS	Less (no impact)	Less (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Police Protection Services	LTS	Less (no impact)	Less (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Schools	LTS	Less (no impact)	Less (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Parks	LTS	Less (no impact)	Less (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Libraries	LTS	Less (no impact)	Less (LTS)	Similar (LTS)	Similar (LTS)	Similar (LTS)
Recreation						
Construction and Operation	LTS	Less (no impact)	Less (LTS)	Reduced (LTS)	Slightly reduced (LTS)	Similar (LTS)
Transportation						
Construction	LTS w/Mitigation	Less (no impact)	Less (LTS w/Mitigation)	Less (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Operation						
Vehicle Miles Traveled	SU	Less (no impact)	Less (LTS w/Mitigation)	Less (LTS)	Similar (SU)	Less (LTS)
Bicycle, Pedestrian, and Vehicular Safety	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)
Tribal Cultural Resources						
Construction	LTS w/Mitigation	Less (no impact)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Similar (LTS w/Mitigation)	Less (LTS w/Mitigation)
Operation	No Impact	Less (no impact)	Similar (no impact)	Similar (no impact)	Similar (no impact)	Similar (no impact)
Utilities and Service Systems						
Construction	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)
Operation	LTS	Less (no impact)	Similar (LTS)	Similar (LTS)	Similar (LTS)	Less (LTS)

Source: UltraSystems, 2022.
Notes:
Similar= the alternative would have similar impacts as the Project
Less= the alternative would have a lesser impact than the Project
Greater= the alternative would have more of an impact than the Project
SU= Significant and Unavoidable Impact
LTS= Less than significant
LTS w/Mitigation= Less than significant with mitigation

Table 5.3-3
COMPARISON OF ALTERNATIVES AND THEIR ABILITY TO MEET PROJECT OBJECTIVES

Project Objective	Proposed Project	Alternative 1: No Project/No Development Alternative	Alternative 2: No Project/ Existing Specific Plan Alternative	Alternative 3: Reduced Commercial Uses Alternative	Alternative 4: Reduced Industrial Uses Alternative	Alternative 5: No Commercial and Industrial Uses Alternative
1. Respond to the physical and market-driven aspects of future development opportunities.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective partially met
2. Transform the area into a visually attractive and safe development and environment.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully Met
3. Define the appropriate location, maximum intensity, and mix of uses through new development standards.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully met
4. Create guidelines and standards for architecture that reinforces the unique character and identity of the City of Jurupa Valley characterized by high quality architectural forms and material and emphasize a Southern California lifestyle that maximizes the outdoor spaces.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully Met
5. Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives, and/or local streets.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective partially met
6. Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.	Objective Fully Met	Objective Not Met	Objective Partially Met	Objective Not Met	Objective Fully Met	Objective not met
7. Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements.	Objective Fully Met	Objective Not Met	Objective Partially Met	Objective Fully Met	Objective Fully Met	Objective partially met
8. Establish an open space plan that accommodates passive recreation amenities and areas for the community to gather for outdoor venues.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully met
9. Create a multimodal circulation network within the site to adequately service envisioned uses, activities and contain vehicular impacts.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective partially met
10. Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, avoid excess, unnecessary parking, and ensure no overflow parking on public streets.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective partially met
11. Create guidelines and standards for safe and efficient vehicular and pedestrian movement; and minimize impacts of truck traffic and circulation throughout the site and adjoining areas.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully met
12. Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Fully Met	Objective Fully Met	Objective Fully met
13. Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize release of pollutants into the environment.	Objective Fully Met	Objective Not Met	Objective Fully Met	Objective Partially Met	Objective Fully Met	Objective partially met

Source: City of Jurupa Valley, 2022a

5.4 Analysis of Alternative 1 – No Project/No Development Alternative

5.4.1 Description of Alternative

In accordance with the CEQA Guidelines, the No Project Alternative for a development project on an identifiable property consists of the circumstances under which the Project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states in part that, "in certain circumstances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for the purposes of this analysis, Alternative 1, the No Project/No Development Alternative, assumes that the Project would not be approved. The 11 single-family residential buildings would remain on site and the site would not be redeveloped.

5.4.2 Environmental Impacts

5.4.2.1 Aesthetics

Under the No Project/No Development Alternative, the Project site would remain nearly vacant, resulting in no impacts related to aesthetics, light, and glare. Therefore, the No Project, No Development Alternative would have reduced direct impacts on aesthetics, light, and glare as compared with the proposed Project. The Draft EIR determined that aesthetic impacts of the proposed Project would be less than significant and would not require mitigation

5.4.2.2 Air Quality

Under the No Project/No Development Alternative, there would be no ground disturbance both within the Project site and within the areas proposed for off-site improvements; therefore, no construction impacts to air quality would occur under this alternative. During operation, there would be no impacts related to air quality as the none of the residential, commercial industrial, business park, public facilities, and circulation land uses would be developed. Thus, there would be no impacts related to air quality under this alternative. The DEIR determined that the proposed Project (after mitigation) would have less than significant construction impacts and significant and unavoidable operational impacts (and significant and unavoidable combined Phase I operational and Phase 2 construction impacts) related to air quality; therefore, the No Project/No Development Alternative would have reduced impacts on air quality as compared with the proposed Project.

5.4.2.3 Biological Resources

The No Project/No Development Alternative would not remove any vegetation, including existing shrubs and trees, or existing buildings on the Project site. No new buildings would be constructed that may impact plant and/or wildlife species. Therefore, this alternative would have no construction impact on biological resources. such. This alternative would not involve operation of new land uses, and would not cause operational impacts to biological resources. Impacts of this alternative would be less when compared to the Project, which would be less than significant after mitigation.

5.4.2.4 Cultural Resources

The No Project/No Development Alternative would not involve ground disturbance, and thus would not cause impacts on archaeological resources. Impacts to archaeological resources would be reduced by this alternative and would be less than significant after mitigation for the proposed

Project. No historical resources were identified onsite. This alternative would not involve demolition. Neither this alternative nor the proposed Project would cause impacts on historical resources.

5.4.2.5 Energy

Under the No Project/No Development Alternative, the Project site would remain nearly vacant; 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.

5.4.2.6 Geology and Soils

The No Project/No Development Alternative would not involve soil disturbance or grading on the existing Project site, and would not cause any degree of soil loss greater than under existing conditions. The potential for seismically-induced ground settlement, liquefaction, lateral spreading, expansive soils, and landslides would remain as they are. Therefore, the No Project/No Development Alternative would not cause or exacerbate geologic hazards related to fault rupture, strong seismic shaking, liquefaction, seismically induced settlement, soil stability, subsidence, or expansive soils,. No impacts related to geology and soils would occur under Alternative 1, and thus impacts would be less when compared to the less-than-significant impacts of the Project.

The No Project/No Development Alternative would not cause potential impacts to paleontological resources due to construction. Alternative 1 would have a lesser impact on paleontological resources than the Project, which would have less-than-significant impacts after mitigation**.**

5.4.2.7 Greenhouse Gas Emissions

The No Project/No Development Alternative would include no demolition or new construction and existing onsite buildings would remain closed,.

The No Project/No Development Alternative would not develop new uses on the Project site. Therefore, no new GHG emissions would be generated and new impacts beyond existing conditions associated with global climate change would not occur. The No Project/No Development Alternative would avoid the significant and unavoidable (after mitigation) GHG impacts of the Project. Therefore, GHG emissions impacts of this alternative would be less when compared to impacts of the proposed Project.

5.4.2.8 Hazards and Hazardous Materials

The No Project/No Development Alternative would not involve demolition, grading, or other construction activities. Therefore, this alternative would not have the potential to uncover subsurface hazards. This alternative would not use or release hazardous materials, or generate hazardous waste, during construction.

This alternative would involve continuing the limited residential use. While the exact future tenants of the Project site are unknown, it is expected that the various commercial and residential uses in the proposed Project would use minimal hazardous material, while the proposed industrial uses would use more hazardous materials, making it more hazardous than the existing residential dwellings. However, impacts under the No Project/No Development Alternative would still be less than the less-than-significant impacts of the Project after mitigation.

5.4.2.9 Hydrology and Water Quality

This alternative does not propose construction and no construction impacts on hydrology and water quality would occur. Continued operation of existing land uses onsite would not adversely affect hydrology and water quality. No impacts would occur, and impacts of this alternative would be reduced compared to the less-than-significant impacts of the proposed Project.

5.4.2.10 Land Use and Planning

The No Project/No Development Alternative would involve no development site improvements on the Project site. This alternative would have no land use or planning impacts. Under the No Project/No Development Alternative, there would be no changes to the existing residential use. No land use approvals or permits would be required. Therefore, Alternative 1 would not cause any conflicts with existing land use plans and policies. Impacts would be less than the less-than-significant impacts of the Project.

5.4.2.11 Mineral Resources

Mining is prohibited under the existing Emerald Meadows Ranch Specific Plan. However, since there would be no development under Alternative 1, there would be no use or construction of buildings over the existing site. Therefore, implementation of this alternative would have no impact on the potential availability of regional or local mineral resources, and impacts would be less than the proposed Project, which would be less than significant.

5.4.2.12 Noise

No new construction activities would occur under the No Project/No Development Alternative. Therefore, no construction-related noise or vibration would be generated onsite or offsite. Therefore, no onsite or offsite construction noise or vibration impacts would occur under Alternative 1.

The No Project/No Development Alternative would not develop new uses on the Project site, and would not change existing site operations. No new stationary or mobile noise sources would be introduced on or near the Project site. Therefore, no impacts associated with operational onsite or offsite noise would occur under No Project/No Development Alternative, and long-term impacts would be less when compared to the less-than-significant noise impacts of the Project after mitigation, as well as the Project's significant and unavoidable cumulative impact due to offsite roadway noise.

5.4.2.13 Population and Housing

In this alternative the existing 11 residences onsite would remain in operation; however, the 1,185 additional residences that would be developed on the site as part of the proposed Project would not be developed. This alternative would not cause any adverse impact, and impacts would be reduced compared to impacts of the proposed Project, which would be less than significant.

5.4.2.14 Public Services

Implementation of this alternative would not generate demands for public services and therefore would not require construction or expansion of public services facilities. No impact would occur, and impacts would be reduced compared to the less-than-significant impacts of the proposed Project.

5.4.2.15 Recreation

This alternative would not develop 11.1 acres of parks and open space. This alternative also would not develop residences onsite that would generate demand for parks. The No Project/No Development Alternative would not cause impacts to park facilities, and impacts would be reduced compared to those of the proposed Project, which would be less than significant.

5.4.2.16 Transportation

The No Project/No Development Alternative would not include demolition or the development of any new buildings onsite. Therefore, Alternative 1 would not generate vehicle trips associated with heavy-duty construction equipment, haul trucks, or construction worker vehicles. Thus, no construction-related traffic impacts would occur under the No Project/No Development Alternative,

Since the No Project/No Development Alternative would not develop new or additional land uses on the Project site, the operation of Alternative 1 would not generate any additional vehicle trips or alter existing access or circulation within the Project site. Therefore, no impacts would occur with respect to operational traffic, including VMT or intersection LOS. Therefore, Alternative 1 would eliminate the Project's significant and unavoidable operational impacts. Impacts under the No Project/No Development Alternative would be less when compared to those of the Project.

5.4.2.17 Tribal Cultural Resources

Grading and other earthwork activities would not occur under the No Project/No Development Alternative. Therefore, there would be no potential for Alternative 1 to uncover subsurface tribal cultural resources during construction. No impacts on tribal cultural resources would occur, and impacts would be less than those of the proposed Project, which would have less than significant impacts after mitigation.

5.4.2.18 Utilities and Service Systems

This alternative would not involve construction and thus would not generate construction demands for water, wastewater treatment, or solid waste disposal. This alternative would not cause construction impacts on utilities. The No Project/No Development Alternative would not develop land uses on the Project site and thus would not generate operational utilities demands. Impacts would be reduced compared to those of the proposed Project, which would be less than significant.

5.4.3 Comparison of Alternative 1 to the Proposed Project

The No Project/No Development Alternative would eliminate the Project's significant and unavoidable impacts after mitigation regarding air quality and GHG emissions during operation. The No Project/No Development Alternative would have similar impacts to historic cultural resources since none are located on the Project site and thus no impacts would occur. Impacts associated with the remaining environmental issues would be less than those of the Project. No impacts of this alternative would be considerably greater than those of the Project.

5.4.4 Relationship of Alternative 1 to Project Objectives

Under the No Project/No Development Alternative, no new development would occur. Therefore, this alternative would not meet any of the Project's objectives listed in subsection 5.1.3 above.

Overall, the No Project/No Development Alternative would not meet the Project's objectives of creating the District at Jurupa Valley Specific Plan to serve both regulatory and planning functions, guiding the necessary community design, infrastructure, and public service requirements in a coordinated and logical process on the Project site.

5.5 Analysis of Alternative 2 – No Project/Existing Specific Plan Alternative

5.5.1 Description of Alternative

Alternative 2, the No Project/Existing Specific Plan Alternative, consists of buildout and operation of the Emerald Meadows Ranch Specific Plan (EMRSP), the current General Plan designation for the Project site. The EMRSP permits development of 1,196 residential units, 186,000 square feet of commercial retail space, an elementary school, a church, 15.3 acres of parkland, and related infrastructure such as roadways and streetlights. The residential units would consist of 667 single-family detached residential units, 273 single-family attached townhomes, and 256 multi-family units. Acreage by land use for the EMRSP consists of 178.76 acres residential uses, 20.0 acres commercial uses, 37.0 acres institutional uses (church and elementary school), 17.6 acres parks, and 24.7 acres roadways and rights-of-way (JHA Consulting Inc., 2005). The EMRSP spans approximately 278.45 acres, that is, approximately 31 acres more than the proposed Project site, as the EMRSP extends to 34th Street along its entire southern boundary while parts of the southern boundary of the proposed Project site are north of 34th Street.

5.5.2 Environmental Impacts

5.5.2.1 Aesthetics

The EIR for the Emerald Meadows Ranch Specific Plan determined that EMRSP implementation would have had no impact on scenic vistas. Impacts of the proposed Project on scenic vistas would be less than significant. Therefore, this alternative would reduce impacts on scenic vistas compared to those of the proposed Project. EMRSP policies promoting a visually attractive community include 25-foot-wide parkways along several major roads; and parks creating "view windows" along streetscapes. EMRSP implementation would conform with EMRSP policies.

Alternative 2 would include similar types of outdoor lighting compared to the proposed Project. Thus, impacts of this alternative on nighttime views are expected to be generally similar to those of the proposed Project.

Structure exteriors in this alternative would be built of low-glare materials, as with the proposed Project, based on the types of land uses proposed in each scenario. Therefore, impacts of this alternative on daytime views would be generally similar to those of the proposed Project.

5.5.2.2 Air Quality

Construction impacts of Alternative 2 on regional emissions were identified as significant and unavoidable. However, the proposed District at Jurupa Valley project would be less than significant after mitigation. Therefore, Alternative 2 would have greater construction impacts than the proposed Project.

Operational impacts of this alternative regarding regional emissions would be significant and unavoidable. Corresponding operational impacts of the proposed Project would also be significant

and unavoidable after mitigation, as would combined Phase 1 operational and Phase 2 construction impacts. Impacts during operation would be similar for the two scenarios.

5.5.2.3 Biological Resources

Alternative 2 impacts to biological resources during construction would be less than significant after mitigation. Alternative 2 would involve the same type of ground disturbance, vegetation clearance, and demolition that the proposed Project would, but Alternative 2 is 31 acres larger than the proposed Project. Thus, the impacts of Alternative 2 on biological resources would be greater than the proposed Project, which would also be less than significant after mitigation.

5.5.2.4 Cultural Resources

It was determined that no historic resources, as defined by CEQA, are present in the Project site (ASM, 2022). See **Appendix D7**. All of the historic resources identified during the course of the cultural resources investigation have either been destroyed, or have been determined to be ineligible for listing on the California Register of Historical Resources. Therefore, Alternative 2 and the proposed Project would similarly have no impact on historical resources.

No archaeological resources were identified onsite during the cultural resources investigation for the proposed Project. Alternative 2 would involve the same type of ground disturbance that the proposed Project would, but including a larger area, and thus would have similar potential impacts on archaeological resources, which would be less than significant after mitigation.

5.5.2.5 Energy

The site of Alternative 2 is 31 acres larger than the proposed Project site, However, the development intensity and length of construction for Alternative 2 would be less than the proposed Project. Therefore, construction energy use by this alternative is expected to be reduced compared to that of the proposed Project.

Operational energy use would be reduced in this alternative, as development intensity would be lower in this alternative than for the proposed Project. Nonresidential (commercial, church, and elementary school) uses in this alternative would total 57 acres including 186,000 square feet of commercial uses; the proposed Project would include slightly over 3.1 million square feet of commercial and industrial land uses on approximately 161 acres. Impacts would be less than significant in both scenarios.

5.5.2.6 Geology and Soils

Alternative 2 would involve ground disturbance on the entire Project site as would the proposed Project, and both are located in the same area. Both scenarios would be subject to the geotechnical engineering report recommendations as a condition of the building permit that would be issued by the City of Jurupa Valley and enforced by the City Building Department. Therefore, the impacts of Alternative 2 regarding seismic hazards and hazards arising from unstable soils would be the same as for the proposed Project, which would be less than significant. Alternative 2 would include ground disturbance on the entire Project site, the same as for the proposed Project. Therefore, the potential impacts of Alternative 2 on fossil resources would be similar to those of the proposed Project, and both would be less than significant after mitigation.

5.5.2.7 Greenhouse Gas Emissions

The proposed Project would result in significant and unavoidable impacts for GHG emissions. GHG emissions were not estimated in the EIR for Alternative 2. GHG emissions of this alternative are therefore assessed here qualitatively based on the land use intensity and expected length of construction of this alternative, which would be reduced compared to that of the proposed Project.

The proposed Project would include approximately 3.1 million square feet of commercial and industrial uses on about 161 acres. Alternative 2 would include 57 acres of nonresidential (commercial, church, and elementary school) including 186,000 square feet of commercial uses. GHG emissions impacts of the proposed Project would be significant and unavoidable. As GHG impacts of the proposed Project would be far greater than the 3,000 $MTCO_2e$ significance threshold, this assessment assumes that operational GHG impacts of this alternative would also be significant and unavoidable after mitigation.

5.5.2.8 Hazards and Hazardous Materials

Alternative 2 would involve the same demolition and area of ground disturbance as the proposed Project. Development of Alternative 2 and the proposed Project would both require the same soil remediation for benzo(a)pyrene and lead in part of the east half of the Project site. Buildings onsite, due to their age, may contain asbestos-containing materials and lead-based paint.

All proposed land uses in each of the two scenarios would be required to comply with numerous existing regulations governing the storage, use, transport, and disposal of hazardous materials and hazardous wastes. Operational impacts of each of the two scenarios would be similar as they would both be less than significant after regulatory compliance and mitigation.

5.5.2.9 Hydrology and Water Quality

Construction hydrology and water quality impacts of the proposed Project would be less than significant after preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for each development project. Construction water quality impacts of this alternative were also determined to be less than significant.

The hydrology and water quality impacts of this alternative were found to be less than significant after compliance with County standards governing runoff. Water quality impacts of the proposed Project were found to be less than significant after implementation of the Project Water Quality Management Plan. Alternative 2 would include storm drains and detention basins that would protect against 100-year floods. The proposed Project would include infiltration basins and extension of a culvert that together would protect against 100-year floods. This alternative would increase impermeable surfaces onsite; however, the increase would not be large enough to substantially reduce natural groundwater recharge into the groundwater basin, and project groundwater impacts would be less than significant. Overall, hydrology and water quality impacts of the two scenarios would be similar as both would be less than significant.

5.5.2.10 Land Use and Planning

Alternative 2 sets forth the EMRSP and the current City of Jurupa Valley General Plan designation and zoning policies for the Project site, and is consistent with the City land use policies governing the site. The proposed Project would also be consistent with the General Plan and zoning policies for the site,

as well as consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the impacts of the two scenarios respecting land use regulation would be similar and less than significant.

5.5.2.11 Mineral Resources

The Project site contains two mineral resource sectors, E-20 and E-22, in the eastern half of the site. Although mining is prohibited under the existing EMRSP and also would be prohibited under the proposed Project, the potential resources still exist onsite. Alternative 2 and the proposed Project would both include ground disturbance and development of the entire Project site, Therefore, implementation of this alternative would have similar impacts as the proposed Project on the potential availability of regional and local mineral resources, which would be less than significant.

5.5.2.12 Noise

Construction noise impacts of Alternative 2 were determined to be less than significant with mitigation incorporated. Construction impacts of the proposed Project were determined to be less than significant with the exception of cumulative offsite roadway noise, which would be significant and unavoidable. Impacts of Alternative 2 would therefore be greater than those of the proposed Project.

The main sources of onsite operational noise would be mechanical equipment, truck movements and idling, landscape maintenance activities, and parking. The EMRSP EIR did not analyze operational noise from onsite sources. Onsite operational noise impacts of the proposed Project were determined to be less than significant after implementation of mitigation. Impacts from onsite operational noise from this alternative cannot be evaluated here. Given that impacts of the proposed Project were found to be less than significant after implementation of PPPs, it cannot be assumed that such impacts of this alternative would be less than significant without mitigation.

Offsite operational noise would consist of traffic noise. Such cumulative impacts of the proposed Project were determined to be significant and unavoidable. Therefore, impacts of Alternative 2 would be reduced as compared to the proposed Project.

5.5.2.13 Population and Housing

The proposed Project would have a less than significant impact regarding population and housing. Alternative 2 would have a similar impact regarding adding population in the City of Jurupa Valley—4,422 persons—as it would involve development of the same number of residential units. This alternative is estimated to generate 950 operational jobs, much less than the 3,243 for the proposed Project. In both scenarios project-generated population and employment would each be within regional forecast for the city of Jurupa Valley for the 2016-2045 period, and impacts would be less than significant in each scenario.

5.5.2.14 Public Services

Demands for fire protection and police protection are generated by the number of people in an area plus the total building area on the site. As this alternative would involve development of substantially less nonresidential land uses than the proposed Project would, along with the same number of residential units, this alternative would generate slightly lower demands for fire and police facilities and services.

Impacts of this alternative on school and library facilities would be the same as those of the proposed Project because both of those impacts are generated by the populations (or households, in the case of schools) in the facilities' service areas. Each of these two scenarios would involve development of 1,196 residential units and would thus add the same population to the Project site.

While this alternative would generate the same demand for park facilities that the proposed Project would, this alternative would involve development of more parkland (15.3 acres) than the proposed Project would (11.1 acres). Parkland developed by the proposed Project would not meet demands generated by residents who would live in the Project, and the proposed Project would be required to dedicate land and/or pay fees to compensate for the remaining required parkland. This alternative, by contrast, would develop enough parkland to meet demands generated by residents of this alternative. Therefore, impacts of this alternative on park facilities would be slightly reduced in this alternative and less than significant in both scenarios.

Impacts would be slightly reduced for this alternative and would be less than significant for both scenarios.

5.5.2.15 Recreation

Alternative 2 would develop 15.3 acres of parks. The proposed Project includes 11.1 acres of proposed open space. Each of the two scenarios would generate similar demands for parks, as each includes the same number of housing units. Alternative 2 would create a demand for 9.2 acres of parkland, and would thus develop a surplus of 6.1 acres of parkland relative to project-generated demand; impacts would be less than significant. The proposed Project would generate a demand for 13.3 acres of parkland.[60] The proponent of the proposed Project would thus be required to dedicate land and/or pay in-lieu fees to make up the difference of 2.2 acres in required parkland. Impacts of the proposed Project would be less than significant after dedication of land and/or payment of fees. Impacts of this alternative would be slightly reduced compared to those of the proposed Project and would be less than significant in both scenarios.

5.5.2.16 Transportation

It is expected that Alternative 2 would require less construction effort than the proposed Project, as this alternative includes substantially reduced nonresidential land uses. Construction traffic impacts of Alternative 2 would be reduced compared to those of the proposed Project, and would be less than significant after mitigation in both scenarios.

Operation of Alternative 2 is estimated to generate 21,702 daily vehicle trips compared to 35,016 total trips and 36,525 passenger-car-equivalent (PCE) trips estimated for the proposed Project.[61] VMT was not estimated in the 2005 EIR for the EMRSP, as VMT was not included in the CEQA Guidelines Appendix G Environmental Checklist at that time. No comparison of VMT impacts between the two scenarios is possible. The only metric available for comparing operational transportation impacts between the two scenarios is trip generation. Based on trip generation, impacts of this alternative would be somewhat reduced compared to those of the proposed Project. VMT impacts of the proposed Project would be significant and unavoidable. Operational transportation impacts of

60 The Emerald Meadows Ranch DEIR used smaller household sizes in calculating population at buildout than the present EIR does for the proposed project, thus the lower acreage of parkland required. The City's requirement of three acres of parkland per 1,000 persons applies to each scenario.

61 Truck trips are multiplied by 1.5 for two-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to convert truck trips to passenger car equivalent (PCE) trips.

this alternative were determined to be less than significant after mitigation, i.e., reduced compared to the proposed Project.[62] Therefore, Alternative 2 would have less impacts.

5.5.2.17 Tribal Cultural Resources

Alternative 2 would involve the same ground disturbance that the proposed Project would, and thus would have similar potential impacts on tribal cultural resources, which would be less than significant after mitigation for both scenarios.[63]

5.5.2.18 Utilities and Service Systems

Construction solid waste disposal and diversion by this alternative would comply with City of Jurupa Valley General Plan Policy CSSF 2.67, *Waste Diversion,* which mandates construction and demolition waste diversion requirement of at least 75 percent. Construction solid waste disposal impacts of the proposed Project would comply with the same policy; impacts would be less than significant for both scenarios.

Water demand under this alternative was estimated at 1,319 acre-feet per year (afy; UltraSystems, 2005, p. 3.4-50). Water demand by the proposed Project is estimated at 612 afy or 546,000 gallons per day (gpd). The Rubidoux Community Services District (RCSD), identified as the water supplier for both scenarios, determined that it had sufficient water supplies for the respective scenario. Impacts were identified as less than significant in each scenario.

Wastewater generation by this alternative was estimated at approximately 339,200 gpd (UltraSystems, 2005, p. 3.4-51), Wastewater generation by the proposed Project is estimated at 286,560 gpd. Wastewater treatment for both scenarios would be provided by Riverside Public Utilities (RPU)'s Riverside Water Quality Control Plant (RWQCP), which was determined to have adequate capacity to treat wastewater from each of the two scenarios. Impacts were found to be less than significant in each scenario.

Solid waste generation by the EMRSP alternative was estimated at approximately 4.65 tons per day (UltraSystems, 2005, p. 3.4-75). Proposed project solid waste generation was estimated at 38,823 pounds per day or about 19.4 tons per day. For each scenario it was determined that landfills in the region have sufficient capacity for project solid waste generation, and impacts were determined to be less than significant in each scenario.

5.5.3 Comparison of Alternative 2 to the Proposed Project

The No Project/Existing Specific Plan Alternative would reduce impacts on energy use, noise, recreation, and transportation compared to impacts of the proposed Project. Impacts of this alternative on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, tribal cultural resources, and utilities and service systems would all be similar to those of the proposed Project. This alternative would increase impacts on air quality and slightly increase impacts on biological resources, population and housing, compared to those of the proposed Project.

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62 The metric used for alternative 2 operational transportation impacts was level of service, an assessment of intersection and roadway segment operations based on average seconds of delay per vehicle.

63 Tribal cultural resources were not addressed in the EMRSP EIR, as they were not included in the CEQA Guidelines Appendix G at the time it was prepared.

5.5.4 Relationship of the Alternative to Project Objectives

Under the No Project/Existing Specific Plan Alternative, most of the Project objectives would be fully met as described in subsection 5.1.3. However, this alternative would only partially meet facilitating a balance of job-to-housing growth within the City of Jurupa Valley and capitalizing on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements.

5.6 Analysis of Alternative 3: Reduced Commercial Uses Alternative

5.6.1 Description of Alternative

This alternative would eliminate the regional retail uses in the proposed Specific Plan (70.3 acres totaling 1.2 million square feet of building area which would be developed in Phase 1). The 70.3 acres includes 1.1 acre of existing non-conforming use. Commercial uses would be replaced with residential and open space uses in the same proportions as in the proposed Specific Plan, amounting to 56.9 acres residential uses and 14.0 acres of open space. The residential uses would be designated High Density Residential (HDR), permitting single-family attached and detached residences—including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes—at density of up to 14.0 units per acre. This alternative envisions that the average density in the residential uses added would be about 12.5 units per acre, that is, half of the 25.0 units per acre of the residential uses in the proposed Specific Plan. The area designated HDR in this alternative would permit development of up to approximately 797 residential units. The residential units are allotted into Phases 1 and 2 in the same proportions as the residential units in the proposed Specific Plan, that is, 25 percent in Phase 1 and 75 percent in Phase 2 (Gorham, 2023). This alternative is intended to reduce VMT and air quality impacts of commercial uses in the proposed Specific Plan. See **Table 5.6-1** below.

Table 5.6-1
LAND USE SUMMARY - REDUCED COMMERCIAL USES ALTERNATIVE

Land Use		Acres	Proposed Residential Units	Proposed Square Feet, Nonresidential Uses
Phase 1				
Residential		24.6	502	---
Business Park	Business Park	6.8	---	30,000
	Existing Nonconforming	1.0	---	
	Subtotal	7.8	---	30,000
Industrial		68.2	---	1,500,000
Public Improvements	streets	15.7	---	---
	parkways	0.7	---	---
	right-of-way	5.2	---	---
	subtotal	21.6	---	---
	Total, Phase 1	**126.1**	**499**	**1,530,000**
Phase 2				
Residential		73.9	1,491	---
Commercial	Neighborhood	20.3	---	160,000
	Tourist (160 hotel rooms)	5.9	---	112,500
	Subtotal	26.2	---	272,500
Open Space		22.2	---	---
	Total, Phase 2	**122.3**	**1,491**	**272,500**

Land Use	Acres	Proposed Residential Units	Proposed Square Feet, Nonresidential Uses
Total	**248.4**	**1,993**	**1,802,500**

Source: Gorham, 2023

5.6.2 Environmental Impacts

5.6.2.1 Aesthetics

Impacts of this alternative on scenic vistas would be similar to those of the proposed Specific Plan. This alternative would involve development of the entire Project site, as would the Specific Plan. Building heights on some portions of the site—those that would be developed with residential uses instead of commercial in this alternative—may be somewhat lower in this alternative, as maximum building heights would be 50 feet for multifamily residential uses and 35 feet for single-family residential uses, compared to 75 feet for most commercial uses in the proposed Specific Plan.

Operational impacts of this alternative on visual character would be slightly reduced compared to those of the proposed Specific Plan. As noted above, building heights in some portions of the Project site may be reduced somewhat in this alternative compared to the Specific Plan. Signage would be reduced in this alternative, as all of the regional commercial uses proposed in the Specific Plan would be deleted.

Operational light and glare impacts would be reduced in this alternative. The residential uses to be built in this alternative in place of commercial uses in the proposed specific plan would have less outdoor lighting than commercial uses would.

5.6.2.2 Air Quality

Total building area for this alternative is estimated at approximately 3.796 million square feet, that is, approximately 403,000 square feet, or 9.6 percent, lower than the proposed Project, as shown below in **Table 5.6-2**. Therefore, this alternative is estimated to slightly decrease construction air pollutant emissions.

Table 5.6-2
TOTAL BUILDING AREA - REDUCED COMMERCIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet
Reduced Commercial Alternative		
Residential	1,993	1,993,000
Nonresidential Uses	---	1,802,500
Total	---	**3,795,500**
Proposed Project		
Residential	1,196	1,196,000
Nonresidential Uses	---	3,002,500
Total	---	**4,198,500**
Difference, Proposed Project less Reduced Commercial Alternative		**-403,000**
Percent Difference, Proposed Project less Reduced Commercial Alternative		**-9.6%**

Source: Leung, 2023.

Localized construction emissions impacts depend on the rate of emissions in pounds per day and the distances of sensitive receptors from emissions sources. The total construction effort in this alternative would be slightly less than that of the proposed Project, and the distances from sensitive receptors to emissions sources would be the same in this alternative as in the proposed Project. Therefore, localized emissions impacts of this alternative would be slightly reduced compared to those of the proposed Project and would be less than significant after mitigation for both scenarios.

Overall emissions are considered proportional to trip generation. Operation of this alternative is estimated to generate approximately 32,368 trips per day, that is, a reduction of 2,648 trips or 7.6 percent compared to the proposed Project (see **Table 5.6-3** below). Operational emissions would be slightly reduced by this alternative and would be significant and unavoidable in both scenarios.

Table 5.6-3
TRIP GENERATION - REDUCED COMMERCIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet, nonresidential uses	Daily Trip Generation
Residential	1,993	---	13,388
Internal Capture			-2,008
Subtotal			11,380
Business Park	---	30,000	373
Hotel (160 rooms)			1,278
Internal capture			-192
Subtotal			1,086
Discount Store		120,000	6,464
Supermarket		40,000	3,754
Internal Capture			-563
Pass-by			-68
Subtotal			3,123
Fast food		12,500	5,844
Industrial	---	1,500,000	4,076
Public Park (22.2 acres)			22
Total	**1,993**	**1,802,500**	**32,368**
Proposed Project			**35,016**
Difference, Proposed Project less Reduced Commercial Alternative			**-2,648**
Percent Difference, Proposed Project less Reduced Commercial Alternative			**-7.6%**

Source: Tarikere, 2023; Gorham, 2023

5.6.2.3 Biological Resources

Construction impacts of this alternative on biological resources would be similar to those of the proposed Project. Both scenarios would involve development of the entire Project site. Impacts would be less than significant after mitigation in both scenarios.

5.6.2.4 Cultural Resources

This alternative would involve development of the entire Project site except for four houses, as would the proposed Project. The proposed Project was found to have no impact on historical resources, as

most of such resources identified on the Project site have been demolished or been determined ineligible for the CRHR. Impacts of this alternative on historical resources would be similar to those of the proposed Project.

No archaeological resources were identified in the field survey of the Project site or in previous cultural resources surveys. However, archaeological resources could be present in site soils and could be damaged by project ground-disturbing activities. Impacts to archaeological resources would be less than significant after mitigation for the proposed Project and would be similar for this alternative.

5.6.2.5 Energy

Construction energy use, taken to be proportional to total building area, would be approximately 10 percent lower in this alternative than in the proposed Project (see **Table 5.6-2** above).

Operation of this alternative would slightly decrease electricity and natural gas demands, as shown below in **Table 5.6-4**. This alternative would also slightly decrease operational transportation fuels use, taken to be proportional to vehicle trip generation (see **Table 5.6-3** above). Overall, operational energy use by this alternative would be slightly less than that of the proposed Project and would be less than significant in both scenarios.

Table 5.6-4
ESTIMATED ENERGY DEMANDS - REDUCED COMMERCIAL USES ALTERNATIVE

Land Use	Change in Land Use Intensity (units or square feet)	Change in Utility Demand	
		Per unit	Total
Electricity Demand, KWh/yr			
Residential	+797 units	4,118.8	+3,282,654
Commercial	-1.2 million square feet	6.44	-7,730,899
Net Change	Not applicable	Not applicable	-4,448,245
Proposed Project	Not applicable	Not applicable	24,724,770
Total, Reduced Commercial Uses Alternative	Not applicable	Not applicable	**20,276,525**
Natural Gas Demand, kBTU/yr			
Residential	+797 units	13,262	10,569,979
Commercial	-1.2 million square feet	7.29	-8,748,803
Net Change	Not applicable	Not applicable	-1,821,177
Proposed Project	Not applicable	Not applicable	37,210,230
Total, Reduced Commercial Uses Alternative	Not applicable	Not applicable	**35,389,053**

Source: Leung 2023

5.6.2.6 Geology and Soils

The propose project and this alternative would each involve development of the entire Project site except for four existing residential properties. In each of the two scenarios, development would not exacerbate existing seismic hazards or hazards related to unstable soils. Impacts would be similar, and less than significant, for each of the two scenarios.

Fossils are likely present in site soils at depths of 15 feet or greater. Each of the two scenarios would involve ground disturbance on nearly the entire Project site to depths up to approximately 40 feet below ground surface (bgs). Impacts of each of the two scenarios on paleontological resources would be similar, and less than significant after mitigation.

5.6.2.7 Greenhouse Gas Emissions

Construction greenhouse gas emissions are taken to be proportional to total building area, and would be approximately 10 percent lower in this alternative than in the proposed Project (see **Table 5.6-2** above). Impacts would be significant and unavoidable for both scenarios.

Nearly 75 percent of project operational greenhouse gas emissions would be from passenger cars and trucks. Thus, operational GHG emissions are considered here to be proportional to trip generation. This alternative would reduce trip generation by approximately 7.6 percent compared to the proposed Project. Thus, operational GHG emissions are estimated to be reduced by approximately 7.6 percent in this alternative compared to the proposed Project. Impacts would be significant and unavoidable for both scenarios.

5.6.2.8 Hazards and Hazardous Materials

This alternative and the proposed Project would each involve site clearance and grading of, and construction on, virtually the entire Project site. Therefore, construction hazardous materials impacts of this alternative would be similar to those of the proposed Project.

This alternative would include industrial, residential, and some commercial uses. Industrial uses would likely use, store, transport, and dispose of substantial amounts of hazardous materials. Residential uses would likely utilize small amounts of hazardous materials for cleaning and maintenance purposes. The amounts of hazardous materials used by operation of this alternative would be slightly reduced with the deletion of most commercial uses. Hazardous materials impacts of this alternative would be slightly reduced compared to the proposed Project and would be less than significant in both scenarios.

5.6.2.9 Hydrology and Water Quality

This alternative would involve development of the entire Project site, as would the proposed Project. This alternative and the proposed Project would each involve implementation of construction BMPs to minimize construction water quality impacts. Neither scenario would exacerbate flood hazards.

While the land uses in this alternative would differ from those in the proposed Project, the amounts and types of pollutants that could contaminate stormwater are not expected to differ substantially between the two scenarios. Hydrology and water quality impacts of the two scenarios would be similar and less than significant.

5.6.2.10 Land Use and Planning

This alternative would also be a Specific Plan; the proposed land use types and intensities in this alternative would conform with City of Jurupa Valley general plan and zoning policies upon approval of the Specific Plan. The same is true of the proposed Project. Land use and planning impacts would be similar and less than significant in both scenarios.

5.6.2.11 Mineral Resources

The Project site was designated for development in 2005 with approval of the Emerald Meadows Ranch Specific Plan (EMRSP) by the County of Riverside.[64] The California Geological Survey does not consider land designated for development to be available for mining. No mine is identified on or near the Project site in the City of Jurupa General Plan. Neither this alternative nor the proposed Project would cause a loss of availability of a mine identified by the City of Jurupa Valley. Therefore, neither this alternative nor the proposed Project would cause significant impacts to the availability of mineral resources. No impact would occur in either scenario.

5.6.2.12 Noise

Onsite construction noise impacts of this alternative would be slightly less than those of the proposed Project, proportional to the 7.6 percent decrease in total building area in this alternative.

Onsite operational noise impacts of this alternative would be somewhat reduced compared to those of the proposed Project. This alternative involves replacing regional retail uses in the proposed Project with residential and open space uses. The residential and open space uses would generate somewhat less noise than would the commercial uses they would replace. Impacts would be less than significant after mitigation in both scenarios.

Trip generation by this alternative would be reduced by approximately 7.6 percent compared to that of the proposed Project, as shown above in **Table 5.6-3**. Traffic noise impacts, assumed to be proportional to trip generation, would be slightly reduced by this alternative and would be less than the proposed Project's significant and unavoidable cumulative offsite roadway noise impacts.

5.6.2.13 Population and Housing

This alternative would add 797 additional housing units compared to the proposed Project and would add 2,957 additional residents to the City of Jurupa Valley based on the average household size in the City of 3.71 persons. Operation of this alternative is estimated to generate 1,750 jobs, as shown below in **Table 5.6-5**. Population and employment from this alterative would each be within regional projections for the City of Jurupa Valley, and impacts would be less than significant for each of the two scenarios.

Table 5.6-5
ESTIMATED PROJECT OPERATIONAL EMPLOYMENT GENERATION - REDUCED COMMERCIAL USES ALTERNATIVE

Land Use	Square Feet	Employees	
		Square feet per employee[1]	Total
Phase I			
Business Park	30,000	854	35
Industrial	1,500,000	1,390	1,079
Subtotal, Phase 1			**1,114**
Phase 2			
Hotel	110,000	2,007	**55**
Neighborhood Commercial	160,000	275	**581**

[64] Land use entitlements granted by Riverside County were transferred to the City of Jurupa Valley upon incorporation of the city.

Land Use	Square Feet	Employees	
		Square feet per employee[1]	Total
Subtotal, Phase 2			**636**
Total			**1,750**

5.6.2.14 Public Services

Demands for public services are generated by the population in the agencies' service areas except for police and fire protection, which are generated by the population plus the total building area. This alternative would add approximately 7,394 persons to the city of Jurupa Valley based on the average household size of 3.71 persons. This alternative would substitute 797 residential units for 1.2 million square feet of regional retail uses; the difference in total building area would be minor. This alternative would generate slight increases in demands for public services due to the increase in population. As with the proposed Project, with implementation of PPPs 4.14-4 through 4.14-7 and Jurupa Valley Municipal Code Chapter 3.75, impacts to fire, police, parks, and library facilities would be less than significant. Impacts would be similar between the two scenarios.

Regarding impacts to school facilities, student generation is determined by the number of households in an area. This alternative—which would include development 1,993 residential units—of is estimated to generate 1,392 students, that is, 559 more than the 833 students that proposed Project would. As with the proposed Project, payment of school impact fees is considered complete mitigation for impacts to school facilities. Impacts would be less than significant for each of the two scenarios.

5.6.2.15 Recreation

Demands for parks are generated by the population within the parks' service areas. This alternative would add approximately 7,394 persons to the city of Jurupa Valley. At the City's standard of three acres of parkland per 1,000 population, this alternative would generate demand for approximately 22.2 acres of parkland. This alternative would include 22.2 acres of open space, meeting the demand this alternative would create. Impacts would be reduced in this alternative, and would be less than significant for both scenarios.

5.6.2.16 Transportation

Construction transportation impacts would vary with grading quantity and total building area. The grading area in this alternative would be virtually the same as for the proposed Project. Total building area for this alternative would be approximately 10 percent less than that of the proposed Project. Construction transportation impacts of this alternative would be slightly reduced compared to those of the proposed Project.

This alternative would omit the regional retail uses that would generate the significant and unavoidable VMT impact in the proposed Project. Mitigation measure **TRANS-2**, required for the proposed Project to reduce VMT impact from regional retail uses, would not be required for this alternative, and VMT impacts of this alternative would be less than significant.

5.6.2.17 Tribal Cultural Resources

This alternative, like the proposed Project, would involve grading and construction on nearly the entire Project site. Tribal cultural resources could be present in site soils and could be damaged by soil disturbance during construction of this alternative. Impacts of this alternative would be similar to those of the proposed Project and would be less than significant after mitigation for each of the two scenarios..

5.6.2.18 Utilities and Service Systems

Operational utility demands of this alternative are estimated here based on service population (numbers of residents plus workers) compared to those of the proposed Project. The service population of this alternative would be 7,394 residents plus 1,750 workers for a total of 9,144. The service population of the proposed Project would be 4,422 residents plus 3,241 workers for a total of 7,663. The difference in service population, 1,481, is approximately 19.3 percent of that for the proposed Project. Utilities demands from operation of this alternative, therefore, are estimated at approximately 19 percent greater than those of the proposed Project. Impacts would be less than significant for each of the two scenarios.

5.6.3 Comparison of Alternative 3 to the Proposed Project

This alternative would reduce the following impacts compared to those of the proposed Project:

- Air quality (impacts would remain significant and unavoidable for this alternative and the proposed Project)
- Energy (impacts would be less than significant for this alternative and the proposed Project)
- Greenhouse gas emissions (impacts would be significant and unavoidable for this alternative and the proposed Project)
- Recreation (impacts would remain less than significant, as would be proposed Project impacts).
- Transportation (VMT impacts of this alternative would be less than significant, and this alternative would avoid the significant and unavoidable VMT impacts of the proposed Project)
- Utilities (this alternative would decrease water, wastewater, and natural gas demands compared to those of the proposed Project).

This alternative would increase the following impacts compared to those of the proposed Project:

- Population and Housing (the reduction in employment-generating land uses, and increase in residential uses, in this alternative would lead to a more housing-rich jobs-housing ratio than the proposed Project would).

The impacts that would be similar for this alternative compared to those of the proposed Project include Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, Hazards and

Hazardous Materials, Hydrology and Water Quality, Land Use. Mineral Resources, Noise (construction and onsite operational impacts), Public Services, and Tribal Cultural Resources.

5.6.4 Relationship of the Alternative to Project Objectives

The Reduced Commercial Uses alternative would fully meet most of the Project objectives as described in subsection 5.1.3. This alternative would to a lesser degree still create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize the release of pollutants into the environment. By deleting commercial uses within the Specific Plan, this alternative would require longer trips for residents to reach commercial uses offsite, most of which would be vehicular trips. Therefore, this alternative would not meet the objective of facilitating a balance of job-to-housing growth within the City of Jurupa Valley.

This alternative would increase residential uses, and decrease employment-generating uses, compared to the proposed Project. The City of Jurupa Valley is already forecast to be housing-rich through the year 2045; development of this alternative would make the City even more housing-rich.

5.7 Analysis of Alternative 4: Reduced Industrial Uses Alternative

5.7.1 Description of Alternative

In this alternative the industrial uses in the proposed Specific Plan are replaced with residential, storage, neighborhood commercial, and open space uses. The storage use would be long-term commercial or industrial storage that would involve far fewer truck trips than, for example, fulfillment center use. The proportions of residential, storage, neighborhood commercial, and open space uses in the area converted from industrial use in this alternative would be the same as those for the four land use types in the proposed Specific Plan; industrial use in the Specific Plan was used to calculate proportion for storage in this alternative. That is, the 67.3 acres of industrial use in the Specific Plan would be converted to 21.0 acres of residential, 37.0 acres of storage, 10.0 acres of neighborhood commercial, and three acres of open space. The additional residential use in this alternative would be at the same density as the residential uses in the proposed Specific Plan (i.e., 25 units per acre) and would all be developed in Phase 2 (Gorham, 2023). See **Table 5.7-1** below.

Table 5.7-1
LAND USE SUMMARY - REDUCED INDUSTRIAL USES ALTERNATIVE

Land Use		Acres	Proposed Residential Units	Proposed Square Feet, nonresidential uses
Phase 1				
Residential (High-Density)		10.4	302	---
Business Park	Business Park	6.8	---	30,000
	Existing Nonconforming	1.0	---	
	Subtotal	7.8	---	30,000
Storage		37	---	750,000
Commercial	Retail	69.8	---	1,200,000
	Existing nonconforming	1.1	---	
	Subtotal	70.9	---	1,200,000
Public Improvements	streets	15.7	---	---
	parkways	0.7	---	---

Land Use		Acres	Proposed Residential Units	Proposed Square Feet, nonresidential uses
	right-of-way	5.2	---	---
	subtotal	21.6	---	---
Total, Phase 1		**147.7**	**302**	**1,980,000**
Phase 2				
Residential (High-Density)		52.2	1,419	---
Commercial	Neighborhood	30.3	---	240,000
	Tourist (160 hotel rooms)	5.9	---	112,500
	Subtotal	36.2	---	352,500
Open Space		12.2	---	---
Total, Phase 2		**100.6**	**1,419**	**352,500**
Total		**248.3**	**1,721**	**2,332,500**

Source: Gorham, 2023

5.7.2 Environmental Impacts

5.7.2.1 Aesthetics

Impacts of this alternative on scenic vistas would be similar to those of the proposed Specific Plan. This alternative would involve development of the entire Project site, as would the Specific Plan. Building heights on some portions of the site— those that would be developed with residential uses instead of industrial in this alternative—may be somewhat lower in this alternative, as maximum building heights would be 50 feet for multifamily residential uses and 35 feet for single-family residential uses; compared to 75 feet for industrial uses in the proposed Specific Plan.

Operational impacts of this alternative on visual character would be similar to those of the proposed Specific Plan. Building heights in some portions of the Project site may be reduced somewhat in this alternative compared to the Specific Plan (see above).

Operational light and glare impacts would be reduced in this alternative. The industrial uses that would be deleted in this alternative would be expected to operate 24 hours per day. Thus, those uses would have more outdoor lighting than the residential uses that would replace part of the industrial uses in this alternative. Storage uses are assumed to be closed much of the night, and thus are also assumed to have less outdoor lighting than industrial uses would.

5.7.2.2 Air Quality

Total building area for this alternative is estimated at approximately 4.054 million square feet (i.e., approximately 145,000 square feet or 3.5 percent) less than the proposed Project. See **Table 5.7-2** below. This alternative is estimated to very slightly decrease construction air pollutant emissions. Impacts would be significant and unavoidable in both scenarios.

Table 5.7-2
TOTAL BUILDING AREA - REDUCED INDUSTRIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet
Reduced Industrial Uses Alternative		
Residential	1,721	1,721,000
Nonresidential Uses	---	2,332,500
Total	---	**4,053,500**

Proposed Project		
Residential	1,196	1,196,000
Nonresidential Uses	---	3,002,500
Total	---	**4,198,500**
Difference, Proposed Project less Reduced Industrial Uses Alternative	---	**-145,000**
Percent Difference, Proposed Project less Reduced Industrial Uses Alternative	---	**-3.5%**

Source: Leung 2023

The total construction effort in this alternative would be slightly less than that of the proposed Project, and the distances from sensitive receptors to emissions sources would be the same in this alternative as in the proposed Project. Therefore, localized construction emissions impacts of this alternative would be similar to those of the proposed Project and would be less than significant after mitigation for both scenarios.

Trip generation by the reduced industrial alternative is estimated to be 41,895, an increase of 6,879 trips or approximately 19.7 percent of proposed Project trip generation, as shown in **Table 5.7-3** below. Operational air pollutant emissions would be increased by nearly 20 percent by this alternative compared to those of the proposed Project and would be significant and unavoidable in both scenarios.

Table 5.7-3
TRIP GENERATION ESTIMATE - REDUCED INDUSTRIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet, nonresidential uses	Daily Trip Generation
Residential	1,721	---	11,561
Internal Capture			-1,734
Subtotal			9,827
Business Park	---	30,000	373
Hotel (160 rooms)			1,278
Internal capture			-192
Subtotal			1,086
Regional Commercial (furniture retail and warehouse)	---	1,000,000	2,169
Regional Commercial (Shopping Center)	---	200,000	7,402
Internal Capture			-1,110
Pass-by			-127
Subtotal			6,165
Discount Store		180,000	9,696
Supermarket		60,000	5,631
Internal Capture			-845
Pass-by			-102
Subtotal			4,685
Fast food		12,500	5,844
Storage	---	750,000	2,038
Public Park (12.2 acres)			12
Total	**1,721**	**2,332,500**	**41,895**
Proposed Project			**35,016**

Land Use	Residential Units	Square Feet, nonresidential uses	Daily Trip Generation
Difference, Proposed Project less Reduced Commercial Uses Alternative			**-6,879**
Percent Difference, Proposed Project less Reduced Commercial Uses Alternative			**-19.7%**

Source: Tarikere, 2023; Gorham, 2023

5.7.2.3 Biological Resources

Construction impacts of this alternative on biological resources would be similar to those of the proposed Project. Both scenarios would involve development of the entire Project site. Impacts would be less than significant after mitigation in both scenarios.

5.7.2.4 Cultural Resources

This alternative would involve development of the entire Project site except for four houses, as would the proposed Project. The proposed Project was found to have no impact on historical resources, as most of such resources identified on the Project site have been demolished or been determined ineligible for the CRHR. Impacts of this alternative on historical resources would be similar to those of the proposed Project.

This alternative would entail development of virtually the entire Project site, as would the proposed Project. No archaeological resources were identified in the cultural resources investigation. However, archaeological resources could be present in site soils and could be damaged by project ground-disturbing activities. Impacts to archaeological resources would be less than significant after mitigation for the proposed Project and would be similar for this alternative.

5.7.2.5 Energy

Operation of this alternative would slightly decrease electricity and natural gas demands, as shown below in **Table 5.7-4**. However, this alternative would increase operational transportation fuels use, taken to be proportional to vehicle trip generation (see **Table 5.7-3** above). Overall, operational energy use by this alternative would be slightly greater than that of the proposed Project and would be less than significant in both scenarios.

Table 5.7-4
ESTIMATED ENERGY DEMANDS - REDUCED INDUSTRIAL USES ALTERNATIVE

Land Use	Change in Land Use Intensity (units or square feet)	Change in Utility Demand	
		Per unit	Total
Electricity Demand, KWh/yr			
Residential	+525 units	4,118.8	2,162,350
Neighborhood Commercial	+120,000 square feet	6.44	773,090
Industrial/Storage	-750,000 square feet	6.75	-5,059,500
Net Change	Not applicable	Not applicable	-2,124,060
Proposed Project	*Not applicable*	*Not applicable*	*24,724,770*

Total, Reduced Industrial Uses Alternative	Not applicable	Not applicable	22,600,710
Natural Gas Demand, kBTU/yr			
Residential	+525 units	13,262	6,962,659
Neighborhood Commercial	+120,000 square feet	7.29	773,090
Industrial/Storage	-750,000 square feet	6.93	-5,059,500
Net Change	Not applicable	Not applicable	2,676,249
Proposed Project	*Not applicable*	*Not applicable*	*37,210,230*
Total, Reduced Industrial Uses Alternative	Not applicable	Not applicable	**34,533,981**

Source: Leung 2023

5.7.2.6 Geology and Soils

The proposed Project and this alternative would each involve development of the entire Project site except for the four existing residences. In each of the two scenarios development would not exacerbate existing seismic hazards or hazards related to unstable soils. Impacts would be similar, and less than significant, for each of the two scenarios.

Fossils are likely present in site soils at depths of 15 feet or greater. Each of the two scenarios would involve ground disturbance to depths up to approximately 40 feet bgs. Impacts of each of the two scenarios on paleontological resources would be similar, and less than significant after mitigation.

5.7.2.7 Greenhouse Gas Emissions

Construction greenhouse gas emissions are taken to be proportional to grading area and total building area. Total building area would be approximately 3.5 percent lower in this alternative than in the proposed Project (see **Table 5.7-2** above). The area graded would be very slightly less in this alternative than in the proposed Project; thus, grading effort would not differ substantially between the two scenarios. Impacts would be significant and unavoidable for both scenarios.

Nearly 75 percent of project greenhouse gas emissions would be from passenger cars and trucks. Thus, operational GHG emissions are considered here to be proportional to trip generation. This alternative would increase trip generation by approximately 20 percent compared to the proposed Project (see **Table 5.7-3**). Thus, operational GHG emissions are estimated to be increased by approximately 20 percent in this alternative compared to the proposed Project. Impacts would be significant and unavoidable for both scenarios.

5.7.2.8 Hazards and Hazardous Materials

This alternative and the proposed Project would each involve site clearance and grading of, and construction on, virtually the entire Project site. Therefore, construction hazardous materials impacts of this alternative would be similar to those of the proposed Project.

This alternative would include commercial, storage, and residential uses. Storage uses may store substantial amounts of hazardous materials; land use limitations for storage uses are to be determined. However, the use of hazardous materials in storage use areas is expected to be limited to small amounts for cleaning and maintenance purposes. Residential uses would likewise utilize

small quantities of hazardous materials for cleaning and maintenance purposes. The amounts of hazardous materials used by operation of this alternative would be slightly reduced by the deletion of industrial uses. Hazardous materials impacts of this alternative would be slightly reduced compared to the proposed Project and would be less than significant in both scenarios.

5.7.2.9 Hydrology and Water Quality

This alternative and the proposed Project would each involve construction on nearly the entire Project site. Each scenario would involve implementation of construction BMPs to minimize construction water quality impacts. Neither scenario would exacerbate flood hazards. Hydrology and water quality impacts of each of the two scenarios would be similar and less than significant.

The storage uses in this alternative are expected to use fewer hazardous materials than the industrial uses in the proposed Project. Otherwise, the amounts and types of water pollutants are not expected to differ substantially between the two scenarios. Each of the two scenarios would include LID, source control, and treatment control BMPs. Hydrology and water quality impacts of this alternative would be slightly reduced compared to those of the proposed Project, and less than significant for both scenarios.

5.7.2.10 Land Use and Planning

This alternative would be a Specific Plan; the proposed land use types and intensities in this alternative would conform with City of Jurupa Valley general plan and zoning policies upon approval of the Specific Plan. The same is true of the proposed Project. Land use and planning impacts would be similar and less than significant in both scenarios.

5.7.2.11 Mineral Resources

The Project site was designated for development in 2005 with approval of the EMRSP. The California Geological Survey does not consider land designated for development to be available for mining. No mine is identified on or near the Project site in the City of Jurupa General Plan. Neither this alternative nor the proposed Project would cause a loss of availability of a mine identified by the City of Jurupa Valley. Therefore, neither this alternative nor the proposed Project would cause significant impacts to the availability of mineral resources. Impacts would be similar for both scenarios.

5.7.2.12 Noise

Onsite construction noise impacts of this alternative would be similar to those of the proposed Project. The construction effort under this alternative would be similar to that of the proposed Project.

Onsite operational noise impacts of this alternative would be somewhat reduced compared to those of the proposed Project. This alternative involves replacing industrial uses in the proposed Project with residential, storage, neighborhood commercial, and open space uses. Each of those uses would generate somewhat less noise than would the industrial uses they would replace. Impacts would be less than significant after mitigation in both scenarios.

Operational traffic noise impacts are assumed to be proportional to trip generation. Trip generation by this alternative would be increased by approximately 20 percent compared to that of the proposed

Project, as shown above in **Table 5.7-3**. Traffic noise impacts would be increased by this alternative beyond the significant and unavoidable cumulative offsite roadway noise impact that would occur under the proposed Project.

5.7.2.13 Population and Housing

This alternative would add 525 additional housing units compared to the proposed Project and would add 1,948 additional residents to the City of Jurupa Valley at the average household size in the City of 3.71 persons. Operation of this alternative is estimated to generate 2,994 jobs, as shown below in **Table 5.7-5**. Population and employment estimates for this alternative are each within regional projections for the City of Jurupa Valley. Population and housing impacts of this alternative would be similar for this alternative compared to those of the proposed Project and would be less than significant in both scenarios.

Table 5.7-5
ESTIMATED PROJECT OPERATIONAL EMPLOYMENT GENERATION - REDUCED INDUSTRIAL USES ALTERNATIVE

Land Use	Square Feet	Employees	
		Square feet per employee[1]	Total
Phase I			
Commercial	**1,242,500**		
Shopping Center	200,000	275	727
Fast Food	12,500	275	45
Furniture Store/Warehouse	1,000,000	1,390	719
Business Park	30,000	854	35
Storage	750,000	1,390	540
Subtotal, Phase 1			**2,066**
Phase 2			
Commercial	**270,000**		
Hotel	110,000	2,007	55
Discount Store	180,000	275	655
Supermarket	60,000	275	218
Subtotal, Phase 2			**928**
Total			**2,994**

[1] Employment density factors are for Riverside County. The estimate is slightly conservative in that no employment generation factor for fast food, discount store, or supermarket is available; the factor for regional retail (one employee per 275 square feet) was used for those land uses.
[2] The 2 neighborhood commercial uses (discount store and supermarket) are here increased in building area by 50 percent compared to the proposed Project to reflect the increase in neighborhood commercial use from 20.3 to 30.3 acres.
Source: Natelson Company, 2001.

5.7.2.14 Public Services

Demands for public services are generated by the population in the agencies' service areas except for police and fire protection, which are generated by the population plus the total building area. This alternative would add approximately 6,385 persons to the city of Jurupa Valley based on the average household size of 3.71 persons. This alternative would substitute 525 residential units, 750,000 square feet of storage uses, and 10 acres of neighborhood commercial uses for 1.5 million square feet of industrial uses; the difference in total building area would be minor. This alternative would

generate slight increases in demands for public services due to the increase in population. As with the proposed Project, with implementation of PPPs 4.14-4 through 4.14-7 and Jurupa Valley Municipal Code Chapter 3.75, impacts to fire, police, parks, and library facilities would be less than significant. Impacts would be similar between the two scenarios.

Regarding impacts to school facilities, student generation for this alternative would be proportional to the number of housing units. This alternative is estimated to generate 1,202 students, that is, 369 more than the 833 the proposed Project is estimated to generate. As with the proposed Project, payment of school impact fees is considered complete mitigation for impacts to school facilities. Impacts would be less than significant for each of the two scenarios.

5.7.2.15 Recreation

This alternative would add approximately 6,385 persons to the city of Jurupa Valley. At the City's standard of three acres of parkland per 1,000 population this alternative would generate demand for approximately 19.2 acres of parkland. This alternative would include 12.2 acres of open space, leaving a remaining need for approximately seven acres of parkland. As with the proposed Project, this alternative would be required to dedicate parkland and/or pay in-lieu fees for acquisition and/or improvement of parkland pursuant to Jurupa Valley Municipal Code § 7.25.020. Impacts would be slightly reduced in this alternative compared to those of the proposed Project, and would be less than significant for both scenarios.

5.7.2.16 Transportation

Construction transportation impacts are taken here to vary total building area. Total building area for this alternative would be approximately 3.5 percent less than that of the proposed Project. Construction transportation impacts of this alternative would be very slightly reduced compared to those of the proposed Project.

This alternative would retain the regional retail uses that generate the significant and unavoidable VMT impact of the proposed Project. Therefore, VMT impacts of this alternative would also be significant and unavoidable.

5.7.2.17 Tribal Cultural Resources

This alternative, as with the proposed Project, would involve grading and construction on nearly the entire Project site. Tribal cultural resources could be present in site soils and could be damaged by soil disturbance during construction. Implementation of mitigation measure CUL-1, CUL-2 and TCR-1 would reduce these impacts to less than significant; likewise for the proposed Project. Impacts of this alternative would be similar to those of the proposed Project.

5.7.2.18 Utilities and Service Systems

Operational utility demands of this alternative are estimated here based on service population (numbers of residents plus workers) compared to those of the proposed Project. The service population of this alternative would be 6,385 residents plus 2,994 workers for a total of 9,379. The service population of the proposed Project would be 4,422 residents plus 3,241 workers for a total of 7,663. The difference in service population, 1,716, is approximately 22 percent of that for the proposed Project. Utilities demands from operation of this alternative, therefore, are estimated at

approximately 22 percent greater than those of the proposed Project. Impacts would be less than significant for each of the two scenarios.

5.7.3 Comparison of Alternative 4 to the Proposed Project

Implementation of the Reduced Industrial Uses Alternative would slightly reduce impacts to aesthetics, hazards and hazardous materials, hydrology and water quality, and onsite operational noise compared to impacts of the proposed Project.

This alternative would create similar impacts to biological resources, cultural resources, geology and soils, land use, mineral resources, construction noise, population and housing, transportation, tribal cultural resources, and utilities and service systems compared to impacts of the proposed Project.

This alternative would generate slightly increased impacts to air quality, energy, greenhouse gas emissions, offsite roadway noise, public services, and utilities compared to those of the proposed Project.

5.7.4 Relationship of the Alternative to Project Objectives

The Reduced Industrial Uses Alternative would achieve all of the objectives of the proposed Project as described in subsection 5.1.3.

5.8 Analysis of Alternative 5: No Commercial and Industrial Uses Alternative

5.8.1 Description of Alternative

In this alternative, all of the commercial, business park, and industrial uses in the Specific Plan (totaling 177 acres) are replaced with open space. The types of open space uses are undetermined but could include passive (natural) open space and/or a sports park. Commercial open space, such as a golf course, is not envisioned as part of this alternative. All of the open space would be developed in Phase 2 of this alternative, as would the open space in the proposed Specific Plan (Gorham, 2023). See **Table 5.8-1** below. This alternative is intended to reduce the significant and unavoidable VMT and air quality impacts of the proposed Project.

Table 5.8-1
LAND USE SUMMARY - NO COMMERCIAL AND INDUSTRIAL USES ALTERNATIVE

Land Use		Acres	Proposed Res. Units	Proposed Sq. Ft., Non-res. Uses
Phase 1				
Residential (High-Density)		10.4	302	---
Public Improvements	Streets	15.7	---	---
	Parkways	0.7	---	---
	Right-of-way	5.2	---	---
	Subtotal	21.6	---	---
	Total, Phase 1	**32.0**	**302**	**---**
Phase 2				
Residential (High-Density)		31.2	894	---
Open Space		185.2	---	---
	Total, Phase 2	**216.4**	**894**	**---**
Total		**248.4**	**1,196**	**---**

Land Use	Acres	Proposed Res. Units	Proposed Sq. Ft., Non-res. Uses

Source: Gorham, 2023

5.8.2 Environmental Impacts

5.8.2.1 Aesthetics

Impacts of this alternative on scenic vistas would be reduced compared to those of the proposed Project. In this alternative 75 percent of the Project site would be designated open space. Structures would be limited to the 41.6 acres of residential development and ancillary structures within open space areas.

Impacts of this alternative on visual character would be reduced compared to those of the proposed Project. This analysis assumes that most of the existing visual resources onsite—such as trees—would remain.

Operational light and glare impacts of this alternative would be reduced compared to those of the proposed Project. Approximately 75 percent of the site would be designated as open space. While some of that area may be active recreational facilities that may include field and court lighting, most of the open space is assumed to be natural open space and/or passive recreational areas without night lighting.

5.8.2.2 Air Quality

Construction emissions depend on construction effort including the proportion of the site graded and the total building area. This alternative would involve grading 63.2 acres, that is, approximately 25 percent of the Project site. Total building area for this alternative is estimated at approximately 1.2 million square feet, that is, approximately 3 million square feet – or 72 percent – less than the proposed Project, as shown below in **Table 5.8-2**. This alternative would decrease construction air pollutant emissions.

Table 5.8-2
TOTAL BUILDING AREA - NO COMMERCIAL AND INDUSTRIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet
No Commercial and Industrial Uses Alternative		
Residential	1,196	1,196,000
Nonresidential Uses	---	0
Total	---	**1,196,000**
Proposed Project		
Residential	1,196	1,196,000
Nonresidential Uses	---	3,002,500
Total	---	**4,198,500**
Difference, Proposed Project less No Commercial/Industrial Uses Alternative	---	**-3,002,500**
Percent Difference, Proposed Project less No Commercial/Industrial Alternative	---	**-71.5%**

Source: Gorham, 2023

Overall operational emissions are considered proportional to trip generation. Operation of this alternative is estimated to generate approximately 6,829 trips per day, that is, a reduction of 28,187 trips or 80.5 percent compared to the proposed Project. Operational emissions would be reduced by this alternative. The criteria pollutant emission by the proposed Project that is greatest compared to the threshold amount for that pollutant is nitrogen oxides (NO_x); mitigated NO_x emissions at project buildout would be 290.82 pounds per day compared to the threshold of 55 pounds per day. Emissions would be approximately 5.3 times the threshold. Thus, emissions would need to be reduced by approximately 81 percent to bring mitigated NO_x emissions below the significance threshold. The percentage reduction in vehicle trips (80.5 percent) would be sufficient to reduce operational criteria emissions impacts of this alternative to less than significant, and would avoid the significant and unavoidable air quality impact that would occur under the proposed Project.

Table 5.8-3
TRIP GENERATION - NO COMMERCIAL AND INDUSTRIAL USES ALTERNATIVE

Land Use	Residential Units	Square Feet, nonresidential uses	Daily Trip Generation
Residential	1,196	---	8,034
Internal Capture			-1,205
Subtotal			6,829
Total	**1,196**	**0**	**6,829**
Proposed Project			**35,016**
Difference, Proposed Project less No Commercial/Industrial Uses Alternative			**-28,187**
Percent Difference, Proposed Project less No Commercial/Industrial Alternative			**-80.5%**

Sources: Tarikere, 2023; Gorham, 2023

5.8.2.3 Biological Resources

The biological resources impacts of this alternative would be reduced compared to those of the proposed Project. Under this alternative 75 percent of the site would be designated open space; it is assumed here that most of that area would be natural open space or passive recreational areas.

5.8.2.4 Cultural Resources

Neither this alternative nor the proposed Project would cause impacts on historical resources, and impacts would be similar for both scenarios. This alternative would reduce impacts on archaeological resources compared to those of the proposed Project, as 75 percent of the site would be designated open space and most of that area would not be developed. Impacts would be less than significant without mitigation in each of the two scenarios.

5.8.2.5 Energy

Construction energy use, taken to be proportional to total building area, would be approximately 72 percent lower in this alternative than in the proposed Project (see **Table 5.8-2** above).

Operation of this alternative would decrease electricity and natural gas demands, as shown below in **Table 5.8-4**. This alternative would also decrease operational transportation fuels use, taken to be

proportional to vehicle trip generation, by approximately 80 percent (see **Table 5.8-3** above). Overall, operational energy use by this alternative would be much lower than that of the proposed Project and would be less than significant in both scenarios.

Table 5.8-4
ESTIMATED ENERGY DEMANDS - NO COMMERCIAL AND INDUSTRIAL USES ALTERNATIVE

Land Use	Utility Demand
Electricity Demand, KWh/yr	
Residential	4,926,040
Proposed Project	24,724,770
Difference, Proposed Project less No Commercial/Industrial Uses Alternative	**19,798,730**
Natural Gas Demand, KWh/yr	
Residential	15,861,600
Proposed Project	37,210,230
Difference, Proposed Project less No Commercial/Industrial Uses Alternative	**21,348,630**

Source: Leung, 2023

5.8.2.6 Geology and Soils

This alternative consists of development of approximately 25 percent of the Project site. In each of the two scenarios development would not exacerbate existing seismic hazards or hazards related to unstable soils. Impacts would be similar, and less than significant, for each of the two scenarios.

Regarding impacts on paleontological resources, ground disturbance may be to somewhat shallower depths in this alternative, as the maximum allowable building height for multifamily residences would be 50 feet compared to 75 feet for industrial and some commercial uses. Fossils are likely present in site soils at depths of 15 feet or greater. Impacts of this alternative on paleontological resources would be reduced compared to those of the proposed Project, and would be less than significant after mitigation in both scenarios.

5.8.2.7 Greenhouse Gas Emissions

Construction greenhouse gas emissions are taken to be proportional to grading area and to total building area. Total building area would be approximately 72 percent lower in this alternative than in the proposed Project (see **Table 5.8-2** above). The area graded would be approximately 75 percent less in this alternative than in the proposed Project. Impacts would be significant and unavoidable for both scenarios.

Nearly 75 percent of project greenhouse gas emissions would be from passenger cars and trucks. Thus, operational GHG emissions are estimated here to be proportional to trip generation. This alternative would decrease trip generation by approximately 80 percent compared to the proposed Project (see **Table 5.8-3**). Thus, operational GHG emissions are estimated to be decreased by approximately 80 percent in this alternative compared to the proposed Project. Impacts would be significant and unavoidable for both scenarios.

5.8.2.8 Hazards and Hazardous Materials

Construction hazardous materials impacts of this alternative would be reduced in this alternative due to the reduced development footprint compared to the proposed Project.

The residential uses in this alternative would likely utilize hazardous materials for cleaning and maintenance purposes and in smaller quantities than would be used by commercial and industrial uses in the proposed Project. Hazardous materials impacts of this alternative would be reduced compared to the proposed Project and would be less than significant in both scenarios.

5.8.2.9 Hydrology and Water Quality

This alternative would involve a much smaller development footprint than the proposed Project would. Each scenario would involve implementation of construction BMPs to minimize construction water quality impacts. Neither scenario would exacerbate flood hazards. Hydrology and water quality impacts would be reduced in this alternative compared to the proposed Project.

Development of this alternative is expected to generate fewer pollutants that could contaminate stormwater due to both the dramatically reduced development footprint and the types of land uses to be developed (residential and open space only in this alternative, whereas the proposed Project would also include commercial and industrial uses that would be expected to generate more pollutants per acre than residential uses would). Hydrology and water quality impacts of this alternative would be reduced compared to those of the proposed Project, and less than significant for both scenarios.

5.8.2.10 Land Use and Planning

This alternative would be a Specific Plan; the proposed land use types and intensities in this alternative would conform with City of Jurupa Valley general plan and zoning policies upon approval of the Specific Plan. The same is true of the proposed Project. Land use and planning impacts would be similar and less than significant in both scenarios.

5.8.2.11 Mineral Resources

The Project site was designated for development in 2005 with approval of the EMRSP. The California Geological Survey does not consider land designated for development to be available for mining. No mine is identified on or near the Project site in the City of Jurupa General Plan. Neither this alternative nor the proposed Project would cause a loss of availability of a mine identified by the City of Jurupa Valley. Therefore, neither this alternative nor the proposed Project would cause significant impacts to the availability of mineral resources. Impacts would be similar for both scenarios.

5.8.2.12 Noise

Onsite construction noise impacts of this alternative would be reduced compared to those of the proposed Project due to the smaller development footprint and reduced development intensity.

Onsite operational noise impacts of this alternative would be reduced compared to those of the proposed Project. Proposed project impacts arising from onsite stationary noise sources would require mitigation to reduce impacts to less than significant. It is expected that impacts of this alternative would be less than significant without mitigation due to the deletion of the more noise-intensive uses (industrial and commercial) in the proposed Project.

Operational traffic noise impacts are assumed to be proportional to trip generation. Trip generation by this alternative would be decreased by approximately 80 percent compared to that of the

proposed Project, as shown above in **Table 5.8-3**. Traffic noise impacts would be decreased by this alternative and would therefore avoid the significant and unavoidable cumulative offsite roadway noise impact that would occur under the proposed Project.

5.8.2.13 Population and Housing

This alternative would consist of development of 1,196 housing units estimated to house 4,422 persons at buildout. This alternative would not generate employment (indirect employment arising from operation of the residences is not addressed here, and we have no generation factor to estimate such employment). The estimated population increase is within the regional projection for the City of Jurupa Valley, and would thus not be a significant impact. Population and housing impacts would be slightly greater for this alternative than for the proposed Project in that this alternative omits employment-generating uses to accompany the proposed residential development. Impacts would be less than significant in both scenarios.

5.8.2.14 Public Services

This alternative would generate smaller impacts than the proposed Project would regarding demands for fire and police facilities. Demands for such facilities are generated by the populations and total building area within the agencies' service areas, and this alternative omits all of the commercial, industrial, and business park uses of the proposed Project (totaling approximately 3 million square feet). This alternative would have the same impacts as the proposed Project on demands for schools, parks, and libraries. Demands for parks and libraries are determined by the population within the facilities' service areas, and demands for schools are based on the number of households within the schools' service areas. This alternative would involve development of the same number of residential units—1,196—as would the proposed Project. Public services impacts would be less than significant for each of the two scenarios.

5.8.2.15 Recreation

Development of this alternative would cause the same impacts on recreational facilities as the proposed Project would. Such impacts are generated by the populations in the facilities' service areas, and this alternative would involve development of the same number of residential units, 1,196, as the proposed Project. Impacts would be less than significant for each of the two scenarios.

5.8.2.16 Transportation

Construction transportation impacts would be reduced compared with impacts of the proposed Project due to the greatly reduced grading quantity and total building area. This alternative would omit the regional retail uses that would generate the significant and unavoidable VMT) impact by the proposed Project. Therefore, VMT impacts of this alternative would be less than significant. Mitigation measure TRANS-2, required for the proposed Project to reduce VMT impact from regional retail uses, would not be required for this alternative.

5.8.2.17 Tribal Cultural Resources

Tribal cultural resources impacts of this alternative would be reduced compared to those of the proposed Project, as nearly 75 percent of the Project site under this alternative would remain open space. It is assumed that a small, to-be-determined portion of the 185 acres of open space in this alternative would be developed with active recreational uses such as a sports park, and that the

remainder would be natural open space. Tribal cultural resources impacts of this alternative and the proposed Project would each be less than significant after mitigation.

5.8.2.18 Utilities and Service Systems

Operational utility demands of this alternative are estimated here based on service population (numbers of residents plus workers) compared to those of the proposed Project. The service population of this alternative would be 4,422 residents compared to a service population of 7,663 (4,422 residents plus 3,241 workers) for the proposed Project. Thus, utility demands for this alternative are estimated to be reduced by approximately 42 percent compared to the proposed Project. Utilities demands would be less than significant for both of these scenarios.

5.8.3 Comparison of Alternative 5 to the Proposed Project

Development of this alternative, compared to the proposed Project, would reduce impacts on aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation, tribal cultural resources, and utilities and service systems. This alternative would avoid significant and unavoidable air quality and transportation impacts of the proposed Project.

This alternative would have similar impacts on land use, mineral resources, and recreation compared to those of the proposed Project.

This alternative would cause slightly greater impacts on population and housing compared to impacts of the proposed Project.

5.8.4 Relationship of the Alternative to Project Objectives

Development of the No Commercial and Industrial Uses Alternative would fully meet the following project objectives:

- Transform the area into a visually attractive, welcoming, and safe development and environment.
- Define the appropriate location, maximum intensity, and mix of uses through new development standards.
- Create guidelines and standards for architecture that reinforces the unique character and identity of the City of Jurupa Valley characterized by high quality architectural forms and material and emphasize a Southern California lifestyle that maximizes the outdoor spaces.
- Establish an open space plan that accommodates passive recreation amenities and areas for the community to gather for outdoor venues.
- Create guidelines and standards for safe and efficient vehicular and pedestrian movement; and minimize impacts of truck traffic and circulation throughout the site and adjoining areas.
- Establish infrastructure improvements for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development.

Development of this alternative would partially meet the following objectives:

- Respond to the physical and market-driven aspects of future development opportunities.
- Encourage compatible land uses and interface with adjacent properties by incorporating natural buffers with expanded parkways, trails, drives, and/or local streets.
- Capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues and infrastructure improvements.
- Create a multimodal circulation network within the site to adequately service envisioned uses, and activities and contain vehicular impacts.
- Provide flexible parking standards to encourage parking facilities that meet the parking demand for all users at all times, avoid excess and unnecessary parking, and ensure no overflow parking on public streets.
- Create a sustainable environment by incorporating strategies that minimize consumption of natural resources, conserve energy and water, incorporate natural systems and minimize the release of pollutants into the environment.

Development of this alternative would not achieve the following objectives:

- Facilitate a balance of job-to-housing growth within the City of Jurupa Valley.

5.9 Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project/No Build Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

With respect to identifying an Environmentally Superior Alternative among those analyzed in this Draft EIR, the range of feasible alternatives includes:

- No Project/No Development Alternative (Alternative 1)
- No Project/Existing Specific Plan Alternative (Alternative 2)
- Reduced Commercial Uses Alternative (Alternative 3)
- Reduced Industrial Uses Alternative (Alternative 4)
- No Commercial and Industrial Uses Alternative (Alternative 5).

Table 5.3-1 provides a summary of the description of alternatives and a comparison of the different project components. **Table 5.3-2** provides a summary comparison, by environmental topic, of the Project impacts and the impacts of each of the alternatives. **Table 5.3-3** provides a summary

comparison of each of the alternatives' ability to meet the objectives of the Project. A more detailed description of the potential impacts associated with each alternative is provided above. Pursuant to § 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

Of the alternatives analyzed in this Draft EIR, Alternative 1, the No Project/No Development Alternative would avoid all of the Project's significant environmental impacts, including the Project's significant and unavoidable air quality, greenhouse gas emissions, cumulative offsite roadway noise and vehicle miles traveled impacts. Although Alternative 1 would reduce most of the Project's less-than-significant and less-than-significant-with-mitigation impacts, it would not meet any of the Project's objectives.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project/No Build Alternative, a comparative evaluation of the remaining alternatives indicates that **Alternative 5, the No Commercial and Industrial Uses Alternative, would be the Environmentally Superior Alternative**. Alternative 5 would reduce three significant and unavoidable impacts of the proposed Project to less than significant: operational air quality impacts, cumulative offsite roadway noise and vehicle miles traveled impacts.

As described in Section 5.8.4, Alternative 5 would fully meet four of the objectives for the Project, would only partially meet seven of the objectives, and would not meet the objective of facilitating a balance of job-to-housing growth within the City of Jurupa Valley.

SECTION 6.0 - OTHER CONSIDERATIONS

6.0 OTHER CEQA CONSIDERATIONS

6.1 Significant Unavoidable Impacts

This section includes a description of the significant and unavoidable impacts of the proposed Project. § 15126.2(b) of the State CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels.
Potential environmental effects of the proposed Project and proposed mitigation measures are discussed in Sections 4.1 through 4.18 of this document. This EIR determined that there would be unavoidable significant adverse impacts related to air quality (Section 4.2) from operations and from Phase 1 operations and Phase 2 construction combined; greenhouse gas emissions (Section 4.7); cumulative offsite roadway noise (Section 4.12); and vehicle miles traveled (Section 4.16) After implementation of mitigation measures, the proposed Project would still have significant environment effects, which would require the adoption of a Statement of Overriding Considerations for these impacts.

6.2 Significant Irreversible Environmental Changes

The environmental effects of the proposed project are summarized in the Executive Summary and are analyzed in detail in Section 3, Environmental Impact Analysis, of this Draft EIR.

As mandated by the CEQA Guidelines, the EIR must address any significant irreversible environmental change that would result from implementation of the proposed project. Specifically, pursuant to CEQA Guidelines Section 15126.2(d), such an impact would occur if:

- The proposed project would involve a large commitment of nonrenewable resources;
- Primary and secondary impacts would generally commit future generations to similar uses;
- The proposed project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

The proposed project consists of a master planned residential community that would include up to 1,192 dwelling units, 1.27 million square feet of light industrial uses, and 1.43 million square feet of business park uses. Implementation of the proposed project would require the long-term commitment of natural resources and land, as discussed in the following paragraphs.

Approval and implementation of actions related to the proposed project would result in an irretrievable commitment of nonrenewable resources such as energy supplies and other construction-related materials. The energy resource demands would be used for construction, heating, and cooling of buildings; transportation of people and goods; heating and refrigeration; lighting; and other associated energy needs.

Environmental changes with implementation of the proposed project would occur as the physical environment is altered through continued commitments of land and construction materials to urban development. There would be an irretrievable commitment of materials used in construction. Nonrenewable resources would be committed primarily in the form of fossil fuels and would include

fuel, oil, natural gas, and gasoline used by vehicles and equipment associated with implementation of the proposed project. Refer to Section 3.6, Energy for detailed discussion of energy consumption.

The consumption of other nonrenewable or slowly renewable resources would result from the development of the proposed project. These resources would include but would not be limited to lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, and water. These resources are available in abundance in the Riverside-San Bernardino region and the proposed project would not require a need for new supplies to be secured. Furthermore, the proposed project would be designed and constructed in accordance with the California Building Standards Code, which includes energy and water efficiency standards. Thus, excessive and wasteful consumption would not occur.

The proposed project is not anticipated to result in significant irreversible environmental damage because, pursuant to CEQA Guidelines Section 15126.2(d), the proposed project does not meet any of the scenarios listed above. Irreversible damage is not anticipated from environmental accidents associated with the proposed project, as it would comply with all applicable local and State regulations regarding handling and storage of hazardous materials. While a large commitment to nonrenewable resources would be required, the proposed project would use the energy efficiently and would not result in the wasteful use of energy.

6.3 Growth Inducing Impacts

In compliance with CEQA regulations, this section discusses the growth inducing impacts of a project. CEQA Guidelines § 15126.2(e) requires a discussion of potential growth inducing impacts of a project. Growth-inducing impacts are defined by CEQA as the ways in which a project could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. In addition, as discussed in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

6.3.1 Population and Housing

The Project proposes development of 1,192 residential units that are estimated to house approximately 4,422 persons at project buildout. The Project site is already designated Specific Plan and the proposed Project would include the same number of residential units as are permitted under the existing Specific Plan. Therefore, proposed Project development would not remove an obstacle to population growth.

6.3.2 Employment

The proposed Project would have the potential to generate indirect population growth as a result of the temporary construction employment opportunities and employment opportunities associated with project operation.

The proposed Project would create temporary construction-related jobs. Due to the specialized nature and expertise of their work, construction workers remain at a job site for the time during which their specific skills are utilized to complete a particular phase of project construction. Construction workers are not anticipated to relocate to the Project vicinity due to the temporary

nature of construction work. Therefore, project construction employment would not be considered growth inducing.

Project operation is estimated to generate jobs (see Section 4.13 for further discussion). Employment in the city of Jurupa Valley is forecast to increase by approximately 4,200 between 2016 and 2045 (SCAG, 2020). Project-generated employment would not exceed the regional forecast for the City. The unemployment rate in Riverside County in March 2022 was estimated at 4.3 percent (EDD, 2022). It is anticipated that project employment would be absorbed from the regional labor force and would not attract substantial numbers of workers to move into the region. Therefore, employment impacts would be less than significant.

6.3.3 Utility Infrastructure Improvements

The Project site contains infrastructure such as water, sewer, gas and electrical service to the existing residences onsite. The Project proposes water, wastewater, and storm drainage improvements described in Section 2.5.2, Utilities. The utility improvements would serve only the Project site and would not extend into land not served by utilities other than portions of the Project site. Therefore, project development would not require utilities improvements that would be growth-inducing and impacts would be less than significant.

6.3.4 Conclusion

The proposed Project would not cause population growth exceeding the regional forecast for the City; would not extend infrastructure into areas not already designated for development; and would not remove an obstacle to population growth. While project development would generate employment, such employment would be within the regional forecast for the City. The Project site is an infill site in a part of Jurupa Valley that is already partly urbanized. Therefore, direct and indirect growth-inducing impacts of the Project would be less than significant.

SECTION 7.0 - REFERENCES

7.0 REFERENCES

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SECTION 8.0 – ACRONYMS AND ABBREVIATIONS

8.0 ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
§	Section
°F	degrees Fahrenheit
a.m.	ante meridiem
AAQS	Ambient Air Quality Standard
AB	Assembly Bill
AB 52	California Assembly Bill 52
ACM(s)	Asbestos-Containing Material(s)
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIA	Airport Influence Area
ALUC	Riverside County Airport Land Use Commission
APA	Administrative Procedure Act
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BACT	Best Available Control Technology
BGs	Block Groups
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Cal-IPC	California Invasive Plant Council
CalRecycle	California Department of Resources Recycling and Recovery
CAOs	Cleanup and Abatement Orders
CARB	California Air Resource Board
CARE	Californians Allied for a Responsible Economy
CBC	California Building Code
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CC & Rs	Covenants, Conditions, and Restrictions
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife

Acronym/Abbreviation	Term
CDF	California Department of Finance
CDL	Clandestine Drug Lab
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California State Geological Survey
CH_4	Methane
CHRIS	California Historic Resources Information System
CHMIRS	California Hazardous Materials Reporting System
City	City of Jurupa Valley
CIWMP	Countywide Integrated Waste Management Plan
CMP	Construction Management Program
CMPBP	City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	CO_2 equivalent
$C_2H_3CI^{10}$	Vinyl Chloride
CR	Commercial Retail
CRIAs	Community Revitalization and Investment Authorities
CRHR	California Register of Historical Resources
CRMP	Cultural Resource Monitoring Program
CTR	Commute Trip Reduction
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibel Scale
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report
DHS	Department of Health Services
DJSP	District at Jurupa Specific Plan
DMR	Division of Mine Reclamation
DOC	California Department of Conservation
DPM	Diesel Particulate Matter

Acronym/Abbreviation	Term
DTSC	Department of Toxic Substances Control
DU	Dwelling Units
DWR	California Department of Water Resources
EAA	Experimental Aircraft Association
EIC	Eastern Information Center
EIFDs	Enhanced Infrastructure Financing Districts
EIR	Environmental Impact Report
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EIS	Environmental Impact Statement
EMRSP	Emerald Meadows Ranch Specific Plan
EOP	Emergency Operations Plan
ERR	Environmental Review Record
ESA	Endangered Species Act
ESL	Environmental Screening Level
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FARR	Final Archeological Resources Report
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
FWPCA	Federal Water Pollution Control Act
GHG	Greenhouse Gas
GIS	Geographic Information System
GWP	Global Warming Potential
HAZWOPER	Hazardous Waste Operations and Emergency Response
HFCs	Hydrofluorcarbons
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Conditions
HSC	Health and Safety Code
HVAC	Heating, Ventilation, and Air Conditioning
HWCL	Hazardous Waste Control Law
Hz	Hertz
H_2S	Hydrogen Sulfide
IEPR	California's Integrated Energy Policy Report
ITE	Institute of Transportation Engineers
IS	Initial Study
JARPD	Jurupa Area Recreation and Parks District

Acronym/Abbreviation	Term
JUSD	Jurupa Unified School District
LAMP	Local Agency Management Program
LBP	Lead-based Paint
L_{90}	Noise level that is exceeded 90 percent of the time at a given location.
LCFS	Low Carbon Fuel Standard
L_{dn}	Day-Night Average Noise
L_{eq}	Equivalent Noise Level
LEED	Leadership in Energy and Environmental Design
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
LSAA	Lake and Streambed Alteration Agreement
LST	Localized Significance Threshold
LUE	Land Use Element
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MDR	Medium Density Residential
MDP	Master Drainage Plan
mgd	Million Gallons Per Day
MHDR	Medium High Density Residential
MLD	Most Likely Descendant
MM	Mitigation Measure
MMI	Modified Mercalli Intensity
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
mph	Miles Per Hour
MPOs	Metropolitan Planning Organizations
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer Systems permit
MSHCP	Multiple Species Habitat Conservation Plan
AMSL	Above Mean Sea Level
MT	Metric tons
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Not Detected
NHPA	National Historic Preservation Act
NEPA	National Environmental Policy Act
NIST	National Institute of Standards and Technology
NO_2	Nitrogen Dioxide
NOI	Notice of Intent

Acronym/Abbreviation	Term
NO_x	Nitrogen Oxides
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NZE	Near Zero Emission
O_3	Ozone
OCPs	Organochlorine Pesticides
OEHHA	The Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OSHA	Occupational Safety and Health Administration
p.m.	Post Meridiem
PAHs	Polycyclic aromatic hydrocarbons
PEA	Preliminary Endangerment Assessment
Pb	Lead
PCBs	Polychlorinated Biphenyls
PDF	Project Design Features
PFAS	Per-and Polyfluoroalkyl Substances
PFCs	Perfluorocarbons
PFOA	Perfluorooctanoic Acid
PFOS	Perfluorooctane Sulfonic Acid
phf	Peak Hour Factor
PM	Particulate Matter
PM_{10}	Respirable Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PPP	Plans, Polices, and Programs
PPV	Peak Particle Velocity
PRC	Public Resources Code
RAW	Removal Action Work Plan
RCNM	Roadway Construction Noise Model
RCDEH	Riverside County Department of Environmental Health
RCFD	Riverside County Fire Department
RCLS	Riverside County Library System
RCRA	Resource Conservation and Recovery Act
RCRPOSD	Riverside County Regional Park and Open Space District
RCSD	Rubidoux Community Services District
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
RMS	Root Mean Square
ROG	Reactive Organic Gases

Acronym/Abbreviation	Term
RPS	Renewables Portfolio Standard
RPU	Riverside Public Utilities
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCP	Riverside Water Quality Control Plant
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SFNA	School Facilities Needs Analysis
SF_6	Sulfur Hexafluoride
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMGB	Surface Mining and Reclamation Act of 1975
SO_2	Sulfur Dioxide
SO4-2	Sulfates
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SSI	Supplemental Site Investigation
SWRCB	State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
TCRs	Tribal Cultural Resources
TDM	Transportation Demand Management
TPA	Transit Priority Area
TRUs	Transport Refrigeration Units
TTCP	Traditional Tribal Cultural Places
USACE	U.S. Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USTs	Underground Storage Tanks
VdB	Vibration Decibels
VCP	Voluntary Cleanup Program
VDECS	Verified Diesel Emission Control Strategy

Acronym/Abbreviation	Term
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VSL	Vapor Screening Level
WAIRE	Warehouse Action and Investments to Reduce Emissions
WDR	Waste Discharge Requirements
WMWD	Western Municipal Water District
WQCs	Water Quality Certifications
WQMP	Water Quality Management Plan
WSA	Water Supplies Assessment
WUI	Wildland-urban Interface
ZE	Zero Emission
ZEVs	Zero-Emission Vehicles

SECTION 9.0 – LIST OF PREPARERS

9.0 LIST OF PREPARERS

9.1 Lead Agency

Ernest Perea, CEQA Administrator
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9.3 UltraSystems Environmental Inc.

9.3.1 Environmental Management Team

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Robert Reicher, **MBA, B.S.,** Environmental Consultant
Margaret Partridge, MURP, AICP, Former Project Manager

9.3.2 Technical Staff

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Amir Ayati, B.S., Staff Scientist
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9.3.3 Subconsultants

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9.3.4 Technical Team – Project Applicant Consulting Firms

Adam Bennett, Division Lead - AEI Consultants | Phase I Environmental Site Assessment

Elizabeth A. Cobb, Planning and Land Development Services - Kimley-Horn | Acoustical, Air Quality and Greenhouse Gas Emissions Assessment, Health Risk Assessment, Hydrology and Hydraulics Report, and Traffic Impact Analysis

Alex Fromer, Biologist - Recon | Biological Technical Report

Krieger & Stewart Engineering Consultants | Water Supply Assessment

Brian Leung, Planner - Kimley-Horn | Acoustical, Air Quality and Greenhouse Gas Emissions Assessment, Health Risk Assessment, Hydrology and Hydraulics Report, and Traffic Impact Analysis

Richard Lucera, P.E. - Kimley-Horn | Water Quality Management Plan (WQMP)

Mark Reader, Land Development Partner - Kimley-Horn | Acoustical, Air Quality and Greenhouse Gas Emissions Assessment, Health Risk Assessment, Hydrology and Hydraulics Report, and Traffic Impact Analysis

Fernando Ruiz, Civil Engineering Associate - Alta California Geotechnical, Inc. | Geotechnical Report

Gerry Scheid, Senior Biologist - Recon | Aquatic Resource Delineation Report

Sherri Andrews, M.A., RPA - ASM | Constraints-level Cultural Resources Technical Report

SECTION 10.0 – CONSULTATION AND COORDINATION

10.0 CONSULTATION AND COORDINATION

This section provides a list of federal, state, and local agencies and organizations contacted during preparation of the EIR.

Table 10.0-1
Agencies and Organizations Contacted

Agency	Contact Person	Address	Contact Information
State Agencies			
California Department of Justice	Rob Swanson, Deputy Attorney General	1300 I Street, 15th Floor, Sacramento, CA 95814	T: (916) 210-2750
Native American Tribal Organizations			
Native American Heritage Commission (NAHC)	Andrew Green Cultural Resources Analyst	1550 Harbor Blvd. Suite 100 West Sacramento, CA 95691	T: (916) 373-3714 E: Andrew.Green@nahc.ca.gov
Gabrieleño Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA 91723	T: (626) 926-4131 E: admin@gabrielenoindians.org
Yuhaaviatama of San Manuel Nation	Jessica Mauck, Director of Cultural Resources Ryan Nordness	26569 Community Center Drive Highland, CA, 92346	T: (909) 864 - 8933 E: Jessica.Mauck@sanmanuelnsn.gov
Soboba Band of Luiseno Indians	Joseph Ontiveros, Cultural Resource Department	P. O. Box 487 San Jacinto, CA, 92581	T: (951) 654-4198 E: jontiveros@soboba-nsn.gov
Local and Regional Agencies			
ALUC Riverside	Jackie Vega, Urban Regional Planner I	4080 Lemon Street 14th Floor Riverside, CA 92501	T: (951) 955-5132
City of Riverside Community Development Department	Scott Watson, Historic Preservation Officer	3900 Main Street, #5 Riverside, CA 92522	T: (951) 782-5649 E: swatson@riversideca.gov
City of Fontana Planning Department	Rina Leung, Senior Planner	8353 Sierra Avenue, Fontana, CA 92335	T: (909) 350-6566 E: rleung@fontana.org
City of Colton Development Services Department Planning Division	David Alvarez, Senior Planner	659 N. La Cadena Drive Colton, CA 92324	T: (909) 370-5596 E: dalvarez@coltonca.gov
City of Eastvale Planning Department		12363 Limonite Avenue Eastvale, CA 91752	
City of Norco Planning Department		2870 Clark Avenue Norco, CA 92860	
County of Riverside Department of Environmental Health	Kristine Kim, Supervising Env. Health Specialist	3880 Lemon Street Suite 200 Riverside, CA 92501	T: (951) 955-8980 E: Kakim@rivco.org

Agency	Contact Person	Address	Contact Information
County of Riverside Fire Department	Adria Reinertson, Deputy Fire Marshal/Office of the Fire Marshal	2300 Market St., Ste 150 Riverside, CA 92501	T: (951) 955-5272
RCA/Riverside County Transportation Commission	Tricia Campbell	4080 Lemon Street, 3rd Floor Riverside, CA 92501	T: (951)787-7141 E: tcampbell@rctc.org
Southern California Association of Governments (SCAG)	Anita Au, Senior Regional Planner	900 Wilshire Boulevard, Ste. 1700 Los Angeles, CA 90017	T: (213) 236-1874 E: IGR@scag.ca.gov
South Coast Air Quality Management District (SCAQMD)	Lijin Sun, Program Supervisor, CEQA IGR Planning, Rule Development & Area Sources	21865 Copley Drive Diamond Bar, CA 91765-4178	E: lsun@aqumd.gov

SECTION 11.0 – MITIGATION MONITORING AND REPORTING PROGRAM

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.1 Introduction

Section 21081.6 of the *Public Resources Code* requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a mitigated negative declaration or an environmental impact report (EIR). The monitoring or reporting program must ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the mitigated negative declaration or EIR.

The mitigation measures will be implemented by the Project proponent or other agencies such as the City of Jurupa Valley at different times during the implementation of the Project. Some mitigation will require implementation prior to the issuance of any permits, while other measures will be implemented during construction, and others throughout all the phases. The following table lists the potentially significant environmental impacts, the mitigation measures, the level of significance after mitigation, the responsible parties and monitoring parties, and the phase in which mitigation is to be implemented. The areas requiring mitigation are:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils (Paleontological Resources)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources

Those environmental topics for which there are less than significant impacts without mitigation are discussed in their respective sections of this document but are not included in the table below because no mitigation is warranted. Those environmental topics include:

- Aesthetics
- Energy
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services (Fire Protection, Schools, and Libraries)
- Recreation
- Utilities and Service Systems

In addition to mitigation measures, the Project includes Plans, Policies, and Programs (PPPs) for the following environmental topics, which are listed in the table below:

- Aesthetics
- Air Quality
- Biological Resources

- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

The table also includes Project Design Features (PDFs) for Air Quality, Hydrology and Water Quality, and Utilities and Service Systems.

Table 11.0-1
DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
PLANS, POLICIES AND PROGRAMS				
4.1 Aesthetics				
Threshold a): *Would the project have a substantial adverse effect on a scenic vista?*	**PPP 4.1-1:** Building height, landscape setback, and building setback are required to comply with Table 3-3: *Development Standards* of the Specific Plan.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
Threshold c): *(In an Urbanized Area) Would the project conflict with applicable zoning and other regulations governing scenic quality?*	**PPP 4.1.2:** Future development is subject to the Section 3 - *Land Use and Development Standards and* **Section 4** – *Design Guidelines* of the Specific Plan.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
Threshold d): *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*	**PPP 4.1.3:** Outdoor lighting fixtures are required to comply with Section 3.7, *Lighting Requirements*, Section 4.5, *Lighting*, and Section 4.9.2, *Lighting and Display Requirements* of the Specific Plan.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
4.2 Air Quality				
Threshold a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*	**PPP 4.2-1: Rule 401 (Visible Emissions).** This Rule prohibits discharge into the atmosphere from any single source of emission whatsoever of any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and South Coast Air Quality Management District (SCAQMD)	During construction and operation
Threshold a) (Cont'd)	**PPP 4.2-2: Rule 402 (Nuisance).** This Rule prohibits 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	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction and operation

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	the public, or which cause, or have a natural tendency to cause injury or damage to business or property.			
Threshold a) (Cont'd)	**PPP 4.2-3: Rule 403 (Fugitive Dust).** This rule is intended to reduce the amount of PM entrained in the ambient air from anthropogenic (manmade) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or manmade condition capable of generating fugitive dust. Some specific requirements of Rule 403 that apply to all construction projects, regardless of the size of their disturbed areas, are addressed below: • No person shall cause or allow emissions of fugitive dust to remain visible in the atmosphere beyond the property line of the emission source or to exceed 20 percent opacity if the dust emission is a result of a moving motorized vehicle. • Apply applicable Best Available Control Measures in Table 1 of Rule 403 to minimize fugitive dust emissions during active operation. • No person shall cause or allow PM10 levels to exceed 50 micrograms per cubic meter when determined as the difference between upwind and downwind samples collected on high volume PM samplers or other USEPA approved equivalent method for PM10 monitoring at the Project limits for a five hour period during the time of Active Operations. Sampling will only occur if a complaint is reported to the SCAQMD, in which case the decision to conduct sampling will be made by SCAQMD, and SCAQMD will conduct sampling. • No person shall allow track out to extend 25 feet or more in cumulative length from the point of origin from an active operation, and all track out from an active operation shall be removed at the end of each workday or evening shift. • No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of	Not applicable because this is a PPP	Project Applicant and construction contractor/City of Jurupa Valley and SCAQMD	During construction

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	bulk material without at least one of the measures listed under subparagraph (d)(5) of Rule 403 at each vehicle egress.			
Threshold a) (Cont'd)	**PPP 4.2-4: Rule 445 (Wood burning Devices).** The purpose of this rule is to reduce the emission of PM from wood burning devices. Section (d)(1) requires that no person shall permanently install a wood burning device into any new development.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During project design
Threshold a) (Cont'd)	**PPP 4.2-5: Rule 481 (Spray Coating Operations)** applies to all spray painting and spray coating operations and equipment. This rule would apply to the application of architectural coatings to the exterior and interior or of the building walls.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PPP 4.2-6: Rule 1108 (Cutback Asphalt) g**overns the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the SoCAB. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed Project must comply with SCAQMD Rule 1108.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PPP 4.2-7: Rule 1113 (Architectural Coatings).** The purpose of this rule is to limit the VOC content of architectural coatings used in the District and applies to any person who supplies, sells, markets, offers for sale, or manufactures any architectural coating that is intended to be field applied within the District and any person who applies, stores at a worksite, or solicits the application of any architectural coating within the District.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PPP 4.2-8: Rule 1143 (Consumer Paint Thinners & Multi-Purpose Solvents)** governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	used during the construction phase must comply with this rule,			
Threshold a) (Cont'd)	**PPP4.2-9: Rule 1186 (PM10 Emissions From Paved and Unpaved Roads and Livestock Operations)** limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, State, county, agency or special district such as water, air, sanitation, transit, or school district.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PPP 4.2-10: Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies the work practice requirements to limit asbestos emissions and exposure from building demolition and renovation activities. Requirements include asbestos surveying; notification; asbestos-containing material (ACM) removal procedures and time schedules; ACM handling and cleanup procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste material (ACWM).	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PPP 4.2-11: Rule 2305 (Warehouse Indirect Source Rule).** Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021, to reduce NOX and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouse's WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During operation

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.			
Threshold a) (Cont'd)	**PPP 4.2-12: Title 24.** The proposed Project is required to comply with Title 24 of the CCR established by the California Energy Commission regarding energy conservation standards.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design and operation
Threshold a) (Cont'd)	**PPP 4.2-13: Cal Green Code.** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). CALGreen is updated on a three-year cycle; the 2022 CALGreen is scheduled to takewent into effect January 1, 2023. The Building Official or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: • Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303 (residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11. • Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
Project Design Features: ***Threshold a) (Cont'd)***	**PDF 4.2-1: Industrial Land Use Buffer.** Where there are industrial uses adjacent to residential, there is a required 750-foot buffer area from any industrial building to any residential building. The buffer area can be used as open	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley and SCAQMD	Prior to the issuance of grading permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	space, providing landscape and infrastructure improvements that can include sidewalks, trails, and other passive uses.			
Threshold a) (Cont'd)	**PDF 4.2-2: Specific Plan Section 2.6.3 Truck Circulation.** The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan)	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PDF 4.2-3: Specific Plan Section 2.7.8, Roundabout.** A Roundabout will be located at the intersection of Wallace Street, and future A Street and B Street. The Roundabout provides a significant traffic control measure to deter truck traffic, while providing an amenity to the community.	Not applicable because this is an SC.	Construction contractor/City of Jurupa Valley	During construction
Threshold a) (Cont'd)	**PDF 4.2-5: Landscaped Paseo.** Adjacent to Industrial. As shown on Specific Plan Figure 2-2-Open Space Plan, the southern boundary of the Industrial Land Use Area includes an expansive landscaped paseo to screen and buffer from the adjacent Residential Land Use Area to the south**.**	Not applicable because this is an SC.	Project Applicant and construction contractor/City of Jurupa Valley	During project design and construction
Threshold a) (Cont'd)	**PDF 4.2-6: Truck Routes.** The Specific Plan is designed to minimize the interaction between truck trips and passenger vehicles. Trucks exiting from the SR-60 at	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley	During project design

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	Rubidoux Boulevard would enter the development via Frontage Road, 30th Street and B Street to access the Industrial and Commercial Retail Land Use areas. The circulation plan incorporates a roundabout at the intersection of A Street, B Street and Wallace Avenue so as to deter truck traffic, redirecting truck traffic away from the residential land uses. Additionally, gateway monuments will be implemented, which will create flexibility in height of vehicles acceptable to enter roadways. The following exhibits shows the planned truck traffic routes based on site plan and street design. (see Figure 2-4 and 2-5 for Inbound and Outbound Truck Circulation Plan).			
Threshold a) (Cont'd)	**PDF 4.2-7: 10 Hour Limit for Construction Equipment.** The construction plans and specifications shall prohibit off-road diesel powered construction equipment from being in the "on" position for more than 10 hours per day during Project construction.	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley	During project design
Threshold a) (Cont'd)	**PDF 4.2-8: Model Year 2010 Fleet.** The Project Applicant/Developer /Tenant shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
Threshold a) (Cont'd)	**PDF 4.2-9: ZE Trucks by 2030.** The Project Applicant/Developer/Tenant shall require that all heavy-duty trucks entering or operated on the Project site to be zero-emission beginning in 2030, if such trucks are widely available and economically feasible.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley and SCAQMD	During operation

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold a) (Cont'd)	**PDF 4.2-10: LEED Buildings.** The Project will achieve certification of compliance or demonstrate equivalency with LEED green building standards.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design
Threshold a) (Cont'd)	**PDF 4.2-11: MERV 13 Filters within 500 Feet of TAC Source.** Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design
Threshold a) (Cont'd)	**PDF 4.2-12: MERV Filters Program.** Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project construction and operation

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units.			
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 Wildlife or U.S. Fish and Wildlife Service?*	**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.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PDF 4.3-1: Night Lighting:** Night lighting will be directed away from MSHCP Conservation Areas, including the adjacent Santa Ana River corridor, with appropriate shielding being incorporated in project design.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design
4.4 Cultural Resources				
Threshold c): *Would the project disturb human remains, including those interred outside of dedicated cemeteries?*	**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.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction
4.5 Energy				

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
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?*	**PPP 4.5-1:** The Project would comply with the California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). CALGreen is updated on a three-year cycle; the 2022 CALGreen went into effect January 1, 2023.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
Threshold a) (Cont'd)	**PPP 4.5-2:** Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction
Threshold a) (Cont'd)	**PPP 4.5-3:** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).	Not applicable because this is a PPP	Project Applicant and construction contractor/City of Jurupa Valley	During project design and construction
Threshold a) (Cont'd)	**PPP 4.5-4:** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold a) (Cont'd)	**PPP 4.5-5:** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: • Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303 (residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11. • Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11. • Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 4.410 (residential) and § 5.410 (nonresidential) of the California Green Building Standards Code Part 11. • Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with § 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11. • To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with §4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with § 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold a) (Cont'd)	**PPP 4.5-6:** The Project shall implement sustainable construction and technology concepts (City of Jurupa Valley, 2022). • Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity. • Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures. • Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
4.6 Geology and Soils				
Threshold a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:* *i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.* *ii) Strong seismic ground shaking?*	**PPP 4.6-1: Compliance with City of Jurupa Valley Building Code.** As required by Municipal Code Chapter 8.05, project design and construction must comply with current California Building Code requirements which address 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."	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
iii) Seismic-related ground failure, including liquefaction? *iv) Landslides?*				
Threshold a) (Cont'd)	**PPP 4.6-2: Ensure Implementation of Geotechnical Investigation Recommendations.** As required by Municipal Code § 8.05.010, the Project shall comply with the most recent edition of the California Building Code which requires the Project to comply with the approved recommended seismic design requirements contained in the Project's Geotechnical Evaluation, approved by the City, and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold b): *Would the project result in substantial soil erosion or the loss of topsoil?*	**PPP 4.6-3: Prepare and Implement Stormwater Pollution Prevention Plan.** As required by Municipal Code Chapter 6.05, Strom Water /Urban Runoff Management, 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.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
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?*	**PPP 4.7-1:** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). CALGreen is updated on a three-year cycle; the 2022 CALGreen went into effect January 1, 2023. The Building Official or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to: • Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 4.303	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	(residential) and § 5.303 (nonresidential) of the California Green Building Standards Code Part 11. • Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 4.408.1 (residential) and § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11. • Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 4.410 (residential) and § 5.410 (nonresidential) of the California Green Building Standards Code Part 11. • To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with §4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with § 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.			
Threshold a) (Cont'd)	**PPP 4.7-2:** Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction
Threshold a) (Cont'd)	**PPP 4.7-3:** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).	Not applicable because this is a PPP	Project Applicant and construction contractor/City of Jurupa Valley	During project design and construction
Threshold a) (Cont'd)	**PPP 4.7-4:** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official or designee shall ensure compliance prior to the issuance of each building permit.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.			
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?*	**PPP 4.8-1: Business Emergency Plans.** 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 a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to § 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 § 25507(a) (1) through (6).	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.8-2: Regulations Governing Transport of Hazardous materials and Hazardous Wastes.** Any project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act), California Department of Transportation standards, and the California Occupational Safety and Health Administration standards.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold a) (Cont'd)	**PPP 4.8-3: Regulations Governing Hazardous Waste Generation, Transportation, Treatment, and Storage.** Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the RCDEH, which serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4) Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.8-4: Regulations governing Underground Storage Tank (UST) Repairs and/or Removals.** Any project-related underground storage tank (UST) repairs and/or removals will be conducted in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations). Any unauthorized release of hazardous materials will require release reporting, initial abatement, and corrective actions that will be completed with oversight from the Regional Water Quality Control Board, Department of Toxic Substances Control, Riverside Fire Department, South Coast Air Quality Management District and/or other regulatory agencies, as necessary. Any project-related use of existing USTs will also have to be conducted (i.e., used, maintained and monitored) in accordance with the California UST Regulations (Title 23, Chapter 16 of the California Code of Regulations).	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold a) (Cont'd)	**PPP 4.8-5: Regulations Governing Asbestos-Containing Materials (ACMs) or Lead-Based Paint (LBP).** Any project-related demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials (ACMs) or lead-based paint (LBP) will be conducted in accordance with applicable regulations, including, but not limited to: • South Coast Air Quality Management District's Rule 1403 • California Health and Safety Code (§ 39650 et seq.) • California Code of Regulations (Title 8, § 1529) • California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, § 1529 [Asbestos] and § 1532.1 [Lead]) • Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.8-6: Safety Regulations for Removal of Polychlorinated Biphenyls (PCBs), Mercury-Containing Light Ballast, And Mold.** The removal of other hazardous materials, such as polychlorinated biphenyls (PCBs), mercury-containing light ballast, and mold, will be completed in accordance with applicable regulations pursuant to 40 CFR 761 (PCBs), 40 CFR 273 (mercury-containing light ballast), and 29 CFR 1926 (molds) by workers with the hazardous waste operations and emergency response (HAZWOPER) training, as outlined in 29 CFR 1910.120 and 8 CCR 5192.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.8-7: Construction Near Utility or Electric Lines.** Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
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 ground water quality?*	**PPP 4.9-1:** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 (T & B Planning, 2021).	Not applicable because this is a PPP	Construction contractor/City Engineer	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.9-2:** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 (T & B Planning, 2021).	Not applicable because this is a PPP	Construction contractor/State Water Resources Control Board and City of Jurupa Valley	Prior to City and County approvals
Threshold a) (Cont'd)	**PPP 4.9-3:** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, § 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 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	Not applicable because this is a PPP	Project Applicant/City Engineer	Prior to City and County approvals

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	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: • Increase permeable areas by leaving highly porous soil and low-lying areas undisturbed by: o Incorporating landscaping, green roofs and open space into the Project design; o Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and o Incorporating detention ponds and infiltration pits into the Project design (T & B Planning, 2021). • 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: o Installing rain-gutters oriented towards permeable areas; o Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property; o Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas; o 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; o Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer (T & B Planning, 2021).			

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Threshold a) (Cont'd)	**PPP 4.9-4:** As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, § 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 and 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. § 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 (T & B Planning, 2021).	Not applicable because this is a PPP	Project Applicant/State Water Resources Control Board and City of Jurupa Valley	During operation
Threshold a) (Cont'd)	**PDF 4.9-1:** The Project-specific WQMP must be implemented throughout project design, construction, operation, and maintenance.	Not applicable because this is a PDF	Project Applicant/State Water Resources Control Board and City of Jurupa Valley	Project design, construction, operation, and maintenance
	PDF 4.9-2: Bio Clean Modular Wetlands would be installed to capture runoff from the Project site and would filter stormwater via infiltration to remove 80 percent of TDS and 90 percent of hydrocarbons before runoff would enter the municipal storm drain system and/or the Santa Ana River. The Project water quality Operations and Maintenance Plan would include periodic maintenance of the Modular Wetlands as recommended by the manufacturer.	Not applicable because this is a PDF	Project Applicant/State Water Resources Control Board and City of Jurupa Valley	Project design, construction, operation, and maintenance
	PDF 4.9-3: Stenciling ("No Dumping/Drains to Ocean") will be provided for public storm drain inlets on or adjacent to the Project site.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During construction
	PDF 4.9-4: Sidewalks and paved areas must be swept or pressure washed regularly to prevent the accumulation of litter and debris. Wash-water containing cleaning agents	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During operation

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	or degreasers would be collected and discharged into the sanitary sewer and not to a storm drain.			
4.12 Noise				
Threshold a): *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*	**PPP 4.12-1:** In order to ensure compliance with General Plan Policy NE 3.4 *Construction Equipment*, it shall be required 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.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction
Threshold a) (Cont'd)	**PPP 4.12-2:** In order to ensure compliance with General Plan Policy NE 3.5 *Construction Noise*, commercial construction activities shall be limited within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and high noise-generating construction activities shall be limited to between 9:00 a.m. and 3:00 p.m.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction
4.14 Public Services				
Threshold a): *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other*	**PPP 4.14-1:** 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.	Not applicable because this is a PPP	Project Applicant/ Riverside County Fire Department	During project design

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agencies? ***[Fire]***				
Threshold a) (Cont'd) [Fire]	**PPP 4.14-2:** The Project shall comply with the City's Municipal Code Chapter 3.75, which requires payment of a development impact fee to the City to assist in providing revenue 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. Prior to the issuance of a certificate of occupancy or final inspection, whichever comes first, the Project Applicant shall pay fees in accordance with Municipal Code Chapter 3.75.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to the issuance of a certificate of occupancy or final inspection
Threshold a) (Cont'd) [Fire]	**PPP 4.14-3:** The proposed Project will be designed and constructed in accordance with the California Fire Code as adopted, with certain amendments, by the City of Jurupa Valley in Chapter 8.10 of the City's Municipal Code.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During design and construction
Threshold a) (Cont'd) [Schools]	**PPP 4.14-4:** 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 as directed by SB 50.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to the issuance of a certificate of occupancy or final inspection
Threshold a) (Cont'd) [Parks]	**PPP 4.14-5: Funding for Parks Required from New Development**. The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.5 requiring new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval
Threshold a) (Cont'd) [Parks]	**PPP 4.14-6: Parkland Dedication Required for New Residential Subdivisions.** The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.6 requiring that parkland or open space dedication and improvement occur prior to, or	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	concurrent with, construction, as a condition of approval of new residential subdivisions.			
Threshold a) (Cont'd) [Parks]	**PPP 4.14-7: Required Dedication and/or Fees.** The Project must dedicate land and/or pay in-lieu fees for parks pursuant to City of Jurupa Valley Municipal Code § 7.25.020.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval
4.15 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?Or* ***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?*	**PPP 4.15-1: Funding for Parks Required from New Development.** The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.5 requiring new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval
Thresholds a or b	**PPP 4.15-2: Parkland Dedication Required for New Residential Subdivisions.** The Project shall implement City of Jurupa Valley General Plan Conservation and Open Space Element Policy COS 8.6 requiring that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions**.**	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Thresholds a or b	**PPP 4.15-3: Required Dedication and/or Fees.** The Project must dedicate land and/or pay in-lieu fees for parks pursuant to City of Jurupa Valley Municipal Code § 7.25.020.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City approval
4,16 Transportation				
Threshold b): *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision?*	**PDF 4.16-1:** The project shall provide, if approved by the City Engineer, Class III bike route along Crestmore Road from 34th Street to Mission Boulevard by placing bike route signs and optional shared roadway markings (sharrow) along Crestmore Road**.**	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	Prior to City approval
Threshold b) (Cont'd)	**PDF 4.16-2:** The County of Riverside, in cooperation with the Cities of Riverside and Jurupa Valley, proposes to replace the existing Mission Boulevard Bridge over the Santa Ana River near Mount Rubidoux in Riverside County. The proposed County project will accommodate two 12-ft lanes, two 14-ft lanes, two 8-ft shoulders and a 4-ft median. A 12-ft multipurpose trail with barrier separation from vehicular traffic will be located along the south side of the bridge in lieu of standard sidewalks on each side. This will provide a connection to Santa ana River Trail via Mission Boulevard.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley, City of Riverside, and County of Riverside	Prior to City approval
Threshold b) (Cont'd)	**PDF 4.16-3:** The project shall provide up to 7,800 linear feet of pedestrian street improvements in coordination with the City. The City Engineer can approve alternative design with future street improvements that provide pedestrian connections as intended in the City of Jurupa Valley Complete Streets Safety Assessment, dated November 2021. Such alternative design can consider using the on-street parking on the north shoulder for a 4-foot pedestrian sidewalk. On the south side between the pavement edge and front yard fence lines, an alternative design could install a standard 4-foot sidewalk protected from traffic with a raised feature such as an intermittent asphalt dike.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	Prior to City approval

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Threshold b) (Cont'd)	**PDF 4.16-4** All future projects will incorporate the following design improvements as applicable, which include, but are not limited to improving streets with curb, gutter sidewalk, and landscaping; traffic calming devices; and multi-use pedestrian trails and bike paths/lanes.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	Prior to City approval
4.17 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:* *i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or* *ii) A resource determined by the lead agency, in its discretion*	**From 4.4 Cultural Resources** **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.	Not applicable because this is a PPP	Construction contractor/City of Jurupa Valley	During construction

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and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code § 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.				
4.18 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?*	**PPP 4.18-1 Compliance with Rubidoux Community Services District Requirements.** The Project must comply with the Rubidoux Community Services District rules, regulations, conditions, requirements, and fees for commercial and industrial projects regarding water and sewer services.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During operation
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*	**PPP 4.18-2: Evidence of Adequate Wastewater Treatment Capacity.** Prior to the issuance of grading permits for each development project pursuant to the proposed Specific Plan, the Project Applicant must provide sufficient evidence to the City of Jurupa Valley Engineering Department that the Rubidoux Community Services District has verified that adequate capacity is	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to the issuance of grading permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
projected demand in addition to the provider's existing commitments?	available at the City of Riverside Water Quality Control Plant (RWQCP) to serve the Project.			
Threshold a) (Cont'd)	**PDF 4.18-1:** The Project shall provide a landscaping and irrigation plan for review and approval by City staff. The landscape plan shall be designed for the intended function of the Project and for the efficient use of water. The landscape plan shall address conditions of the Specific Plan area such as controlling erosion, filtering stormwater, screening of unsightly elements, creating shade, and softening the appearance of walls or structures. Both the landscaping and irrigation plans shall incorporate water conservation features.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design
	PDF 4.18-2: Proposed landscaping should be in line with the base plant palette established for the Project. The palette features water-efficient, drought-tolerant species native to the region, and includes colorful shrubs and groundcovers, ornamental grasses and succulents, and evergreen and deciduous trees. Similar plant materials which exhibit very low or low water demand may be substituted for the species included in the plant palette if the alternative plants are climate appropriate and enhance the thematic setting. Requests to substitute plant material not listed in the plant palette shall require the approval of the Planning Director.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	Prior to City approval
MITIGATION MEASURES				
4.2 Air Quality				
Threshold 4.2.8 (a): *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*	**MM AQ-1: Mitigation Measures (applicable to all Specific Plan uses). Minimize Construction Emissions.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. • All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air	Significant and Unavoidable	City of Jurupa Valley City Engineer; project architects for projects developed pursuant to the Specific Plan	Prior to the issuance of grading permits

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	Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or SCAQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region. • The maximum daily disturbance area (actively graded area) shall not exceed 4 acres per day. • Construction equipment shall be properly maintained according to manufacturer specifications. • All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour. • Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled. • Information on ridesharing programs shall be made available to construction employees. • During construction, lunch options shall be provided onsite. • A publicly visible sign shall be posted at the primary construction entrance with the telephone number and person to contact regarding dust complaints per SCAQMD Standards.			

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	• All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles. • The Project shall demonstrate compliance with SCAQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Jurupa Valley. • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet- power vacuum street sweepers at least once per day. The use of dry-power sweeping shall be prohibited. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the SCAQMD shall also be visible to ensure compliance.			
Threshold 4.2.8 (a): continued	**MM AQ-2: Low VOC Paint.** During construction, the Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits (i.e., have a lower VOC content than what is required) put forth by SCAQMD's Rule 1113 for all architectural coatings. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Prior to issuance of a building permit, the City of Jurupa Valley Building and	Significant and Unavoidable	City of Jurupa Valley Building and Safety Department; project architects for projects developed pursuant to the Specific Plan	During Construction

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	Safety Department shall confirm that plans include the following specifications: • All architectural coatings will be super-compliant low VOC paints. • Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. • Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. • For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). • Use compliant low-VOC cleaning solvents to clean paint application equipment. • Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. • Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable. • Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.			
Threshold 4.2.8 (a): continued Mobile Sources Emissions	**MM AQ-3: Vehicle Trip Reduction.** Develop a qualifying Commute Trip Reduction (CTR)/ Transportation Demand Management (TDM) plan to reduce mobile emissions for all uses. The TDM plan shall be approved by the City of Jurupa Valley prior to the issuance of building permits and incorporated into the Project's Covenants, Conditions and Restrictions (CC&Rs). The TDM plan shall discourage single-occupancy vehicle trips and encourage alternative	Significant and Unavoidable	Project civil engineers; City of Jurupa Valley Planning Division	Prior to the issuance of building permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	modes of transportation such as carpooling, taking transit, walking, and biking. The following measures shall be incorporated into the TDM plan. TDM Requirements for Non-Residential Uses: • The Project Applicant shall consult with the local transit service provider on the need to provide infrastructure to connect the Project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site. • The portion of the TDM plan for non-residential uses shall include, but not be limited to the following potential measures: ride-matching assistance, preferential carpool parking, flexible work schedules for carpools, half-time transportation coordinators, providing a web site or message board for coordinating rides, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and including bicycle end of trip facilities. This list may be updated as new methods become available. Verification of this measure shall occur prior to building permit issuance for the commercial uses. TDM Requirements for Residential Units: • Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning			

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	Division for review and approval, prior to the issuance of the first certificate of occupancy. • Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant or subsequent property manager shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa Valley. The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy.			
Threshold 4.2.8 (a): continued Operational Emissions	**MM AQ-4: Prohibition of Fireplaces.** The installation of wood-burning and natural gas fireplaces shall be prohibited. The purpose of this measure is to limit emissions of ROG, NOX, particulate matter and visible emissions from wood-burning and natural gas fireplaces used for supplemental heat, or ambiance and does not apply to HVAC systems. This prohibition shall be noted on the deed and/or lease agreements for future property owners/tenants to obey.	Significant and unavoidable	City of Jurupa Valley	During preparation of deeds and lease agreements
Threshold 4.2.8 (a): continued Operational Emissions	**MM AQ-5: Electric Landscape Equipment.** Prior to the issuance of occupancy permits, the Planning Division shall confirm that the Project's Covenants Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language that all landscaping equipment used onsite shall be 100 percent electrically powered. All residential and non- residential properties shall be equipped with exterior electrical outlets to accommodate this requirement. This requirement shall be included in the third-party vendor agreements for landscape services for the building owner and tenants, as applicable. This mitigation measure does not apply to open space areas that are maintained by the Park's	Significant and unavoidable	City of Jurupa Valley Planning Division	During preparation of deeds and lease agreements

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	District or City of Jurupa Valley. Those entities are required to comply with applicable State and South Coast Air Quality Management District (SCAQMD) rules regulating landscape equipment.			
Threshold 4.2.8 (a): continued Warehouse projects operational emissions	**MM AQ-6: Warehouse Mitigation Measures (Electrical Rooms).** Prior to the issuance of a building permit for tenant improvements, the Planning Department shall confirm that the Project is designed to include the following: • The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed to supply power for the future installation of electric vehicle (EV) truck charging stations on the site. Conduit should be installed from the electrical room to tractor trailer parking spaces in a logical location(s) on the site determined by the Project Applicant during construction document plan check, for the purpose of accommodating the future installation of EV truck charging stations at such time this technology becomes commercially available and the buildings are being served by trucks with electric-powered engines. • The buildings' electrical room shall be sufficiently sized to hold additional panels that may be needed in the future to supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. Conduit should be installed from the electrical room to the loading docks determined by the Project Applicant during construction document plan check as the logical location(s) to receive trailers with TRUs. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project architects	Prior to the issuance of a building permit for tenant improvements

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.2.8 (a): continued Warehouse projects: operational emissions	**MM AQ-7: TRUs to be Plug-in-Capable.** Prior to the issuance of tenant occupancy permits, the Planning Department shall confirm that tenant lease agreements include contractual language that requires all Transport Refrigeration Units (TRUs) entering the Project site be plug-in capable. Electrical hookups shall be provided as part of the tenant improvements for any tenant that requires cold storage. The electrical hookups shall be provided at loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents	Prior to the issuance of tenant occupancy permits
Threshold 4.2.8 (a): continued Warehouse projects: operational emissions	**MM AQ-8**: **Truck Rule Signage**. Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that all truck access gates and loading docks within the Project site shall have a sign posted those states the following: • Truck drivers shall turn off engines when not in use. • Truck drivers shall shut down the engine after five minutes of continuous idling operation (pursuant to Title 13 of the California Code of Regulations, Section 2485). Once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged. • Telephone numbers of the building facilities manager and CARB to report violations. • Signs shall also inform truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents	Prior to the issuance of tenant occupancy permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.2.8 (a): continued	**MM AQ-9**: **Energy Efficiency for Trucks** (Carl Moyer Program). Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications shall include requirements (by contract specifications) that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program—including truck modernization, retrofits, and/or aerodynamic kits and low rolling resistance tires— to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents; project architects	Prior to the issuance of tenant occupancy permits
Threshold 4.2.8 (a): continued Operational emissions	**MM AQ-10**: Prior to the issuance of a tenant occupancy permit for any residential, commercial, or industrial building, the Planning Department shall confirm that the Project plans and specifications for the residential, commercial, and industrial buildings shall include electric vehicle (passenger car) charging stations and parking spaces at each building for employees and the public to use as required by the CalGreen Code in effect at the time of permit issuance. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents; project architects	Prior to the issuance of tenant occupancy permits
Threshold 4.2.8 (a): continued Operational emissions: warehouse projects	**MM AQ-11:** Prior to the issuance of a tenant occupancy permit, the Planning Department shall confirm that the Project plans and specifications show the following: • All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment. Note that SCAQMD Rule 2305 (Warehouse Indirect Source Rule) Warehouse Actions and Investments to Reduce Emissions (WAIRE) points may be earned for electric/zero emission yard truck/hostler usage. This mitigation measure applies only to tenant improvements and not the building shell approvals.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents; project architects	Prior to the issuance of tenant occupancy permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	• All standard emergency generators (i.e. non-cold storage generators) shall meet California Air Resources Board Tier 4 Final emissions standards. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification) and CARB or SCAQMD operating permit (if applicable) shall be provided to the City.			
Threshold 4.2.8 (a): continued Operational emissions: warehouse projects	**MM AQ-12: Warehouse Indirect Source Rule** (Rule 2305). The Project tenants shall comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). This rule is expected to reduce NOX and PM10 emissions during operations. Emission reductions resulting from this rule were not included in the Project analysis. Compliance with Rule 2305 is enforced by the SCAQMD through their reporting process and is required for all warehouse projects greater than 100,000 square feet.	Significant and Unavoidable	City of Jurupa Valley Planning Division; warehouse project tenants	During project operations
Operational emissions: residential projects	**MM AQ-13: Residential Mitigation Measures:** Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to prohibit natural gas use within residential structures.	Significant and Unavoidable	City of Jurupa Valley Planning Division; residential project proponents	Prior to issuance of building permits
Threshold 4.2.8 (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?*	Implementation of mitigation measures **AQ-1** through **AQ-13**	Significant and Unavoidable	See MMs AQ-1 through AQ-13 above	See MMs AQ-1 through AQ-13 above
Threshold 4.2.8 (c): *Would the project expose sensitive receptors to*	Implementation of mitigation measures **AQ-1**, **AQ-2**, **AQ-4, AQ-5, and AQ-11.**	Less than Significant	See MMs AQ-1, AQ-2, AQ-4, AQ-5, and AQ-11.	See MMs AQ-1, AQ-2, AQ-4, AQ-5, and AQ-11.

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
substantial pollutant concentrations?				
4.3 Biological Resources				
Threshold 4.3.8 (a): *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.?*	**BIO-1 Pre-Construction Nesting Bird Survey:** To remain in compliance with the MBTA and CFGC § 3503 and § 3503.5, no direct impacts shall occur to any nesting birds, including raptors, their eggs, chicks, or nests during the breeding season (February 1 to September 15). If vegetation removal activities must occur during this **BIO-MM BIO-1: Pre-Construction Nesting Bird Survey:** To remain in compliance with the MBTA and CFGC § 3503 and § 3503.5, no direct impacts shall occur to any nesting birds, including raptors, their eggs, chicks, or nests during breeding season, a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of breeding migratory birds, including raptors within the impact footprint. If nests or breeding activities are located on the survey area, an avoidance buffer area would be required around the nesting site. The width of the buffer shall be determined by a qualified biologist, and biological monitoring would be required during construction until the young have fledged. If no nesting birds are detected during the pre-construction survey, no additional measures would be required (RECON, 2023a, p. 33). The following measures are recommended to avoid indirect impacts to adjacent sensitive riparian birds, specifically least Bell's vireo, that could be present in the riparian habitat located within 500 feet of the project site in the adjacent Santa Ana River (RECON, 2023, pp. 33 and 34). • Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) Leq (hourly noise equivalent of 60 A-weighted decibels [dB(A)] or less) at the edge of occupied least Bell's vireo habitat. Prior to the commencement of any construction activities	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Prior to commencement of project construction

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	during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; OR • At least two weeks prior to the commencement of construct ion activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., noise monitoring, installation of berms or walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) Leq at the edge of habitat occupied by least Bell's vireo. Concurrent with the commencement of construction activities and the construction of necessary attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) Leq. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16). ○ Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) L_{eq} or to the ambient noise level if it already exceeds 60 dB(A) L_{eq}. If not, other measures shall be implemented in consultation with the biologist and the City, as necessary, to reduce noise levels to below 60 dB(A) L_{eq} or to the ambient noise level if it already exceeds 60 dB(A) L_{eq}. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.			

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.3.8 (a): continued	**2 Pre-Construction Burrowing Owl Survey:** A pre-construction survey shall be required within 30 days prior to any ground disturbing activities. If western burrowing owls are present, one of the following mitigation measures from the MSHCP (WRCRCA 2003) shall also be required: • Based on the results of the Pre-Construction Burrowing Owl Survey, if the site contains or is part of an area that supports less than 35 acres of suitable habitat, or the survey reveals that the site and surrounding area support fewer than three pairs of western burrowing owls, the on-site western burrowing owls shall be passively or actively relocated following accepted protocols; or • Based on the results of the Pre-Construction Burrowing Owl Survey, if the site, including adjacent areas, supports three or more pairs of western burrowing owls, supports greater than 35 acres of suitable habitat, and is non-contiguous with MSCHP Conservation Area lands, at least 90 percent of the area with long-term conservation value and western burrowing owl pairs shall be conserved on-site (RECON, 2023a, p. 30).	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Within 30 days before beginning of construction
Threshold 4.3.8 (a): continued	**MM BIO-3 Biological Monitor:** Per the MSHCP requirements stated in Volume 1, Appendix C of the MSHCP, A qualified project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint (Riverside County, 2003). • A biological monitor shall monitor activities that result in tree or vegetation removal to minimize the likelihood of inadvertent impacts to nesting birds and special-status wildlife species, with special attention given to any protected species observed during the pre-construction breeding bird surveys. Monitoring	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	During the appropriate blooming season

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	shall also be conducted periodically during construction activities to ensure no new nests are built during any vegetation removal or building demolition activities between February 1 and September 15. The biological monitor shall ensure that all Best Management Practices (BMPs), avoidance, protection and mitigation measures described in the relevant project permits and reports are in place and are adhered to. • The biological monitor shall have the authority to temporarily halt all construction activities and all non-emergency actions if sensitive species and/or nesting birds are identified and would be directly affected. The monitor shall notify the appropriate resource agency and consult if needed. If necessary, the biological monitor shall relocate the individual outside of the work area where it shall not be harmed. Work can continue at the location if the applicant and the consulted resource agency determine that the activity will not result in adverse effects to the species. • The appropriate agencies shall be notified if a dead or injured protected species is located within the Project site. Written notification shall be made within 15 days of the date and time of the finding or incident (if known) and must include; location of the carcass, a photograph, cause of death (if known), and other pertinent information. •			
Threshold 4.3.8 (a): continued	**MM BIO-3 Biological Monitor:** Per the MSHCP requirements stated in Volume 1, Appendix C of the MSHCP, a qualified project biologist shall monitor construction activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the Project footprint.	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Prior to commencement of project construction and throughout the duration of construction activities involving

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	• A biological monitor shall monitor activities that result in tree or vegetation removal to minimize the likelihood of inadvertent impacts to nesting birds and special-status wildlife species, with special attention given to any protected species observed during the pre-construction breeding bird surveys. Monitoring shall also be conducted periodically during construction activities to ensure no new nests are built during any vegetation removal or building demolition activities between February 1 and September 15. The biological monitor shall ensure that all Best Management Practices (BMPs), avoidance, protection and mitigation measures described in the relevant project permits and reports are in place and are adhered to. • The biological monitor shall have the authority to temporarily halt all construction activities and all non-emergency actions if sensitive species and/or nesting birds are identified and would be directly affected. The monitor shall notify the appropriate resource agency and consult if needed. If necessary, the biological monitor shall relocate the individual outside of the work area where it shall not be harmed. Work can continue at the location if the applicant and the consulted resource agency determine that the activity will not result in adverse effects to the species. • The appropriate agencies shall be notified if a dead or injured protected species is located within the Project site. Written notification shall be made within 15 days of the date and time of the finding or incident (if known) and must include; location of the carcass, a photograph, cause of death (if known), and other pertinent information.			tree or vegetation removal
Threshold 4.3.8 (b) and (c):	**MM BIO-4** Prior to City and County approvals, including the issuance of a Riverside County Flood Control District (RCFCD)	Less than significant	Qualified biologist; project proponent; and	Prior to City and County approvals

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	Encroachment Permit, and prior to ground disturbance and construction of the Project, the applicant shall obtain or provide documentation that an Agency declines jurisdiction of any features and a permit is not required: a. A Section 404 CWA General or Individual permit for the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S. or documentation that a Section 404 permit is not required (i.e. Army Corps declines jurisdiction or definition of Water of US changes pursuant to *Sackett vs. Environmental Protection Agency*; b. A Section 401 CWA Water Quality Certification from the RWQCB for water quality impacts related to the permanent fill of 3.10 acres and 4,462 linear feet of Waters of the U.S.; and certification in conjunction with the USACE 404 permit or a Waste Discharge Requirement permit pursuant to Porter-Cologne Act. c. A Lake and Streambed Alteration Agreement (LSAA) from CDFW to authorize permanent impacts to 3.10 acres and 4,462 linear feet as CDFW Streambed, and 1.43 acres as CDFW Riparian. The Project Applicant would be responsible for complying with all permit conditions. Such conditions may include, but are not limited to, implementation of best management practices (i.e., erosion and sediment control measures) and seasonal work restrictions, as appropriate. In addition, the USACE, RWQCB, and CDFW are expected to require compensatory mitigation for		City of Jurupa Valley Planning Division	

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	impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. The amount of required compensatory habitat acreage would be based on the functions and values of impacted features. Habitat compensation would be provided at a ratio of up to 1:1 of created to filled or disturbed in-kind habitat, pending coordination with the agencies. This ratio may be reduced through the permit process if the agencies find that a different ratio is sufficient to mitigate impacts to jurisdictional Waters of the U.S. and State, including riparian habitat. If there is a change in the law where one or more of these Permits is not required, evidence of that change shall be submitted to the Planning Department for its review and concurrence. a. \			
Threshold 4.3.8 (f): *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?*	Mitigation Measures BIO-1 through BIO-4 and Mitigation Measures NOI-1 and NOI-2.	Less than significant	See MMs BIO-1 through BIO-4 above and MMs NOI-1 and NOI-2 below.	See MMs BIO-1 through BIO-4 above and MMs NOI-1 and NOI-2 below.
4.4 Cultural Resources				
Threshold 4.4.8 (b): *Would the project Cause a substantial adverse change in the significance of an archaeological*	**MMf CUL-1: Cultural Resources Monitoring Program (CRMP).** Prior to issuance of any grading permit, the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural	Less than significant	Project proponent and qualified archaeologist	During project construction

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resource pursuant to § 15064.5?	Resources Consultant List, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). The CRMP shall identify the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of a CRMP along with the executed copies of Monitoring Agreements with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation, either individually or collectively, shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. At the conclusion of monitoring, if resource(s) are determined to be less than significant, written evidence that monitoring was completed shall be provided to the Jurupa valley Planning Department. If any resources(s) are significant, Cultural Resources Mitigation Measure CR-2 shall apply.			
Threshold 4.4.8 (b): continued	**MM CUL-2: Treatment Plan.** A Treatment Plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The Treatment Plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall include a statement that the preparation of the Treatment Plan was discussed with the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation. The statement shall	Less than significant	Project proponent, tribal monitor, and/or qualified archaeologist	During project construction

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	identify the date(s) and contact persons involved. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation.			
4.6 Geology and Soils				
Threshold 4.6.8 (f): *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	**MM PALEO-1: Paleontological Monitoring.** The following note shall be included on any Grading Plan: "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 to be graded or excavated in excess of fifteen feet. Full-time monitoring of grading or excavation activities shall be performed starting from the surface in undisturbed areas of older Quaternary (middle to late Pleistocene) alluvial fan deposits within the Project boundary, as shown on a grading plan. 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."	Less than Significant	Project Applicant and qualified paleontologist or paleontological monitor/City of Jurupa Valley	Prior to issuance of grading permit and during construction

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.6.8 (f) (Cont'd)	**Paleontological Resource Impact Management Plan.** The following note shall be included on any grading plan: "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 the area to be graded. 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 the San Diego Museum of Natural History on March 30, 2022 (**Technical Appendix D12** 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			

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	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."			
4.7 Greenhouse Gas Emissions				
Threshold 4.7.8 (a): *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	Implementation of **MMs AQ-3, AQ-4**, **AQ-5, and AQ-13** described above	Significant and unavoidable	See MMs MMs AQ-3, AQ-4, and AQ-5	See MMs MMs AQ-3, AQ-4, and AQ-5
Threshold 4.7.8 (a): continued	**MM GHG-1: Renewable Energy Generation.** Prior to issuance of each building's permit for each development phase, the Project shall be required to install solar photovoltaic (PV) panels or other source of renewable electricity generation on-site, based on the maximum roof area available for solar (i.e., solar-ready zone). The solar-	Significant and unavoidable	Project Applicant/City of Jurupa Valley	Prior to issuance of building permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access, pathway, ventilation, and spacing requirements, and exclude skylight area. The final PV generation facility size requires approval by Southern California Edison (SCE). SCE's Rule 21 governs operating and metering requirements for any facility connected to SCE's distribution system. Should SCE limit the off-site export, the proposed Project may utilize a battery energy storage system (BESS) to lower off-site export while maintaining on-site renewable generation to off-set consumption. Each building shall include an electrical system and other infrastructure sufficiently sized to accommodate the PV arrays. The electrical system and infrastructure must be clearly labeled with noticeable and permanent signage. The schedule of photovoltaic system locations may be updated as needed.			
Threshold 4.7.8 (a): continued	**MM GHG-2: Building Energy Efficiency.** Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Jurupa Valley demonstrating that the Project is designed to achieve Leadership in Energy and Environmental Design (LEED) standards or meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application in order to exceed 2023 Title 24 energy efficiency standards by a minimum of 15 percent.	Significant and unavoidable	Project Applicant/City of Jurupa Valley	Prior to issuance of building permits
Threshold 4.7.8 (a): continued	**MM GHG-3: Energy Efficient Appliances.** For residential projects, all major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) installed shall be Energy Star certified or of equivalent energy efficiency where applicable. Prior to the issuance of the certificate of occupancy, the City of Jurupa Valley shall verify implementation of this requirement.	Significant and unavoidable	Project Applicant/City of Jurupa Valley	Prior to issuance of certificate of occupancy

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.7.8 (a): continued	**MM GHG-3: Solid Waste Diversion.** The development shall divert a minimum of 75 percent of landfill waste. Prior to issuance of certificate of occupancy, a recyclables collection and load area shall be constructed in compliance with City standards for recyclable collection and loading areas. The diversion plan shall also comply with the established solid waste and recycling laws including SB 1383, AB 939 and AB 341.	Significant and unavoidable	Project Applicant/City of Jurupa Valley	Prior to issuance of certificate of occupancy
4.8 Hazards and Hazardous Materials				
Threshold 4.8.8 (d): *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;*	**MM HAZ-1: Site Remediation Management Plan:** In accordance with the December 15, 2022 Standard Voluntary Agreement entered into between the Project Applicant and the Department of Toxic Substances Control (DTSC), prior to issuance of project grading permits, the Project Applicant shall provide written verification to the City of Jurupa Valley demonstrating DTSC approval of: 1) a Supplemental Site Investigation (SSI) Work Plan; and 2) a Removal Action Work Plan (RAW) or Remedial Action Work Plan (RAP) if removal action is appropriate. The SSI Work Plan will include a Quality Assurance/Quality Control (QA/QC) Plan which provides protocols for sampling to ensure that on-site soils are fully characterized, to the extent practicable, and to ensure proper classification of on-site soils for on-site reuse or for off-site disposal. The SSI Work Plan shall comply with ASTM Standard E-1903 and DTSC requirements, as applicable. The RAW Plan shall comply with California Health and Safety Code Sections 25323.1 and 25356.1. Potential response actions include soil management, land use controls, cover, capping, and long-term operation and maintenance, as needed. The RAW Plan will include measures to address worker and public safety, air quality, and fugitive dust generated from the earthmoving activities during implementation of the response action. The Removal Action Work Plan will include components such as:	Less than Significant	Project Applicant and qualified environmental remediation contractor/ City of Jurupa Valley	Prior to issuance of grading permit

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	• A Soils Management Plan to ensure safe and appropriate handling of site soils and transport and off-site disposal, if necessary. • Sampling and Analysis Plan with corresponding Quality Assurance Plan to confirm the effectiveness of the RAW , if applicable. • A Contingency Plan for new findings that may occur during site grading. • Dust control measures and an Air Monitoring Plan in accordance with SCAQMD Rule 1156, Rule 1466, and Rule 403, as applicable. • Any other components deemed necessary by the DTSC to protect groundwater, air quality, or human health or as required by California Health and Safety Code Section 25356.1. If the proposed removal action does not meet the requirements of Health and Safety Code section 25356.1(h), Proponent will prepare a Remedial Action Plan (RAP) in accordance with Health and Safety Code section 25356.1(c) for DTSC review and approval. The RAP summarizes the results of the site characterization, risk evaluation and feasibility study and sets forth in detail appropriate steps to remedy soil, surface water and groundwater contamination at the Site and adjacent areas. In addition, the RAP shall contain a schedule for implementation of all proposed removal and remedial actions.			
Threshold 4.8.8 (d) (Cont'd)	**MM HAZ-2: Post Remediation Requirements/Restrictions:** Prior to issuance of building permits for construction of project buildings on a particular parcel where remediation was required, the Project Applicant shall provide a copy or copies of a deed restriction or land use covenant, if required by the DTSC, which has been recorded over the parcel for which a building permit is sought. The deed restriction or land use	Less than Significant	Project Applicant / City of Jurupa Valley	Prior to issuance of building permits for construction of project buildings on a particular parcel where remediation was required

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	covenant shall serve as a land use control to limit the use of the parcel to permissible uses based upon applicable screening levels and shall be in a form approved by the DTSC and recorded pursuant to California Health and Safety Code Section 25395.99.			
Threshold 4.8.8 (d) (Cont'd)	**MM HAZ-3: Post Remediation Clearance Determination:**, the Project Applicant shall provide written verification from DTSC to the City of Jurupa Valley Planning Director demonstrating either: 1) that the parcel has been remediated sufficiently to allow safe occupancy of buildings thereon; or 2) issuance of a "No Further Action" letter or equivalent for the parcel. The written verification shall serve to indicate that the parcel is suitable for the intended development based upon screening levels appropriate for the relevant land use exposure scenario, or other risk methodology required by the DTSC, and that no further investigation or remediation is required other than any long-term operation and maintenance requirements or monitoring that may be required by DTSC or other regulatory agencies.	Less than Significant	Project Applicant / City of Jurupa Valley	Prior to issuance of a Certificate of Occupancy for any project building on a particular parcel where remedial activities under the oversight of the DTSC occurred
4.12 Noise				
***Threshold 4.12-8 (a)**: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*	**MM NOI-1: Construction Noise Mitigation Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: • The construction contractor shall limit commercial construction activities adjacent to or 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 (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.	Less than Significant	Qualified noise control professional/City of Jurupa Valley	Prior to issuance of building permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	• The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site. • The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all project construction. • For construction activity within 50 feet or impact pile driving within 285 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction activities that would require the use of heavy construction equipment. The barrier shall be located between the construction zone and all adjacent sensitive receptor land uses. The temporary sound barrier shall provide a reduction in noise that shall meet the City's construction noise threshold of 55 dBA Lmax as measured at the façade of the sensitive receptor land uses. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 25 or greater. The barrier can be either (a) a			

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	0.75-inch-thick plywood wall or (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher. Temporary barriers would not be necessary if the applicant/developer can demonstrate to the satisfaction of the City that construction noise levels would be below 80 dBA Leq threshold at sensitive receptors. • Impact pile driving within 285 feet of any noise-sensitive receptors shall use an acoustical shroud (i.e., a noise curtain shall be installed on the pile driver or around the pile) to reduce noise by up to approximately 15 dBA. Additionally, foundation pile holes shall be predrilled, or sonic or vibratory pile drives shall be used, as feasible based on geologic conditions, to minimize the number of impacts required to seat the pile. • The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., a bad muffler) and shall require that measures be implemented to correct the problem. • These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building Official of the City in accordance with Section 11.05.070 of the Municipal Code.			
	Stationary Source Operational Noise Reduction Plan. Prior to issuance of building permits, the property owner/developer shall be responsible to implement the	Less than Significant	Qualified noise control professional/City of Jurupa Valley	Prior to issuance of building permits

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	following measures to limit on-site operational stationary noise source impacts: • Any proposed large scale, mixed-use, or master-planned developments shall demonstrate compliance with Noise Policy NE 1.9 and NE 1.10 of the City's Noise Element by incorporating acoustic site planning to the satisfaction of the Planning Director that adequately minimizes potential noise impacts to adjacent land uses to meet the City's standards shown in General Plan Figure 7-3. In addition, such projects shall demonstrate compliance with Noise Policy NE 3.1 of the City's Noise Element, such projects and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter noise rating. • Any future commercial or industrial development projects that would include stationary noise sources, such as loading, shipping, or parking facilities within 200 feet of a residential parcel, shall demonstrate compliance with Noise Policy NE 3.3 of the City's Noise Element and shall submit an Operational Noise Reduction Plan to the Planning Director for review and approval. The plan shall identify specific techniques and measures to reduce on-site stationary operational noise to ensure compliance with the noise performance standards of Section 11.05.040 of the Municipal Code. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls).			

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
Threshold 4.12-8 (a): continued	Implementation of **MM AQ-5** above**.**	Less than Significant	See MM AQ-5	See MM AQ-5
Threshold 4.12-8(b): Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	**MM NOI-3: Construction Vibration Reduction Plan.** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that, during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: • For any future development projects that would necessitate the use of pile driving within 100 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.	Less than Significant	Qualified noise control professional/City of Jurupa Valley	Prior to issuance of building and/or grading permits
4.16 Transportation				
Threshold 4.16 (a): *Would the Project conflict*	**MM TRANS-1: Transportation Demand Management Program**. Prior to recordation of the Final Map, the	Less than significant	General contractor and construction manager	Prior to construction

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with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Property Owner shall provide assurances that the transportation demand management measures described below, will be perpetually implemented, regardless of property ownership, and a mechanism for informing subsequent property owners of the transportation demand management plan requirements. These requirements may be accomplished through recordation of covenants, conditions and restrictions and/or the formation of a transportation management association which assumes responsibility for implementation and monitoring of the transportation demand management measures or other measures deemed acceptable by the City. TDM Requirements for Non-Residential Uses: • Prior to the issuance of a building permit for any phase, the Project Applicant shall consult with the Riverside Transit Authority (RTA) on the need to provide infrastructure to connect the Project with transit services and to relocate the existing bus stop on northbound Rubidoux Boulevard at Frontage Road southward to the intersection of Rubidoux Boulevard and proposed A Street. The applicant shall fund such relocation. The Project Applicant shall fund a study on behalf of RTA to determine whether adding bus service along proposed A Street in the Project site would be warranted by potential ridership and be practicable for RTA. Evidence of compliance with this requirement may include correspondence from the local transit provider(s) regarding the potential need for installing bus turnouts, shelters, or bus stops at the site. • Prior to the issuance of an occupancy permit for any commercial use, future tenants in employment-generating land uses developed pursuant to the proposed Project shall implement measures including, but not be limited to, the following: ride-matching assistance; preferential carpool parking; flexible work schedules for carpools; transportation coordinators; providing a web site or message board		for each project developed pursuant to the Specific Plan	

ISSUE AREA OR THRESHOLD	PLANS, POLICIES AND PROGRAMS (PPPS), PROJECT DESIGN FEATURES (PDFS) OR MITIGATION MEASURES (MMS)	LEVEL OF SIGNIFICANCE AFTER MITIGATION	RESPONSIBLE PARTY/MONITORING PARTY	IMPLEMENTATION STAGE
	for coordinating rides; designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles; and including bicycle end of trip facilities including bike parking, bike lockers, showers, and personal lockers. The measures chosen must achieve a total estimated VMT reduction not less than 8.3 percent. This list may be updated as new methods become available. TDM Requirements for Residential Units: • Owner-Occupied Units. Upon a residential dwelling being sold or offered for sale, the Project Applicant shall notify and offer to the buyer or prospective buyer, as soon as it may be done, materials describing public transit, ridesharing, and nonmotorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval prior to the issuance of the first certificate of occupancy. • Rental Units. Upon a residential dwelling being rented or offered for rent, the Project Applicant shall notify and offer to the tenant or prospective tenant, materials describing public transit, ridesharing, and nonmotorized commuting opportunities in the vicinity of the development. The materials shall be approved by the City of Jurupa Valley. The materials shall be provided no later than the time the rental agreement is executed. This information shall be submitted to the City of Jurupa Valley Planning Division for review and approval, prior to the issuance of the first certificate of occupancy.			
4.17 Tribal Cultural Resources				
Threshold 4.17.8 (a): *Would the project cause a substantial adverse change in the significance*	**Implementation of MMs CUL-1 and CUL-2**	Less than significant	Construction manager/ Qualified Archaeologist and local Native American representative	During construction

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of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: ***i)*** *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or* ***ii)*** *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code § 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.*	**MM TCR-1: Disposition of Prehistoric and/or Tribal Cultural Resources.** One of the following treatments shall be applied: 1. Preservation–in-place, if feasible this is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. 2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s)and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing and recordation have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. The designated 10' x 10' location for reburial shall be in a predetermined area that is limited in accessibility, not subject to erosion or flooding, and may require the incorporation of natural deterrents such as prickly plants, etc. The final artifact inventory associated DPR forms and location of the reburial shall be included in a confidential Phase IV Report. The Phase IV Report shall be filed with CHRIS System at the Eastern Informational Center, at UC Riverside, under a confidential cover and not subject to a Public Records Request. Copies of the Phase IV Report shall also be provided to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, and Yuhaaviatam of San Manuel Nation."	Less than significant	Project Applicant and Project Archaeologist/ and local Native American representative	Prior to issuance of grading permit, prior to ground-disturbing activities

SECTION 12.0 – RECIPIENTS OF THE EIR

12.0 RECIPIENTS OF THE EIR

This section includes a list of agencies, organizations, and individuals to whom notification of availability of the Draft EIR was sent. Refer to **Appendix A4**, Distribution List.

12.1 Agencies and Organizations

Adria Reinertson, Deputy Fire Marshall, County of Riverside Fire Department

Adriana Mendoza-Ramos, Esq. Regional Manager, Local Public Affairs, Southern California Edison

Alma Marquez, Executive Director, Center for Community Action and Environmental Justice (CCAEJ)

Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation

Arnold Rodriguez, General Manager, Santa Ana River Company

Betsy Dionne, Western Riverside County Regional Conservation Authority (RCA)

Brandy Salas, Admin Specialist, Gabrieleño Band of Mission Indians – Kizh Nation

City of Colton Planning Department

City of Eastvale Planning Department

City of Fontana Planning Department

City of Norco Planning Department

City of Riverside Planning Department

Colby Diguid, General Manager, Jurupa Area Recreation & Park District (JARPD)

County of Riverside Clerk

County of Riverside Local Agency Formation Commission (LAFCO)

County of Riverside Sheriff's Department

Daniel Ramirez-Cornejo, Program Manager, Western Riverside Council of Governments (WRCOG)

Daniel Zerda, Principal Planner, Airport Land Use Commission (ALUC)

Gabrieleño Band of Mission Indians- Kizh Nation

Genevieve Cross, Senior Advisor, Southern California Edison

George R. Hanson, Engineering Manager, City of Riverside

Inland Empire Waterkeeper

Jessica Mauck, Cultural Resources Analyst, San Manuel Band of Mission Indians

Jessica Valdez, Cultural Resource Specialist, Soboba Band of Luiseño Indians

Joan Licari, Chair of the San Gabriel Valley Task Force, Angeles Chapter, Sierra Club

Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians

Jurupa Valley Station

Kristine Kim, Environmental Health Specialist IV, County of Riverside Dept. of Environmental Health

Lijin Sun, CEQA IGR Program Supervisor, South Coast Air Quality Management District

Mauricio Alvarez, Planning Analyst, Riverside Transit Authority (RTA)

Nick Eller, Legal Advertising/Public Notices, Riverside Press-Enterprise

Peter Quintana, Southern California Gas Co.

Robin Griffin, Asst. Superintendent's Secretary, Jurupa Unified School District (JUSD)

Rosa Clark, Local Development & Intergovernmental Review, Caltrans District 8

Seungwon Won, Ph.D., P.E., Development Engineer, Jurupa Community Services District (JCSD)

Sharon Johnson, Senior Engineering Technician, Riverside County Flood Control & Water Conservation District (RCFC & WCD)

Soboba Band Of Luiseño Indians

Southern California Association of Governments (SCAG)

Stacey Oborne, Senior Paralegal, Lozeau Drury LLP

Wendy Worthey, Western Riverside County Regional Conservation Authority (RCA)

12.2 Recipients Emailed on March 31, 2022

The following individuals received an email consisting of the NOP for the proposed Project.

- dzerda@rivco.org
- rosa.f.clark@dot.ca.gov
- talvin.L.dennis@dot.ca.gov
- Alma.m@ccaej.org
- admin@ccaei.org
- mkopaskie-Brown@riversideca.gov
- Dmurry@riversideca.gov
- GRHanson@riversideca.gov
- kakim@rivco.org
- admin@gabrielenoindians.org
- andysalas07@yahoo.com'colby@jarpd.org
- Swon@jcsd.us
- Nhamic@jcsd.us
- amarwah@jcsd.us
- Robin_griffin@jusd.k12.ca.us
- Maria_Christy@jusd.k12.ca.us
- stacey@lozeaudrury.com
- sjohnson@rivco.org
- malvarez@riversidetranit.com
- jarodriguez@sarwc.com
- customerservices@sarwc.com
- jmauck@sanmanuel-nsn.gov
- Jlicari2013@gmail.com
- jvaldez@soboba-nsn.gov
- Jontiveros@soboba-nsn.gov
- ThirdPartyEnvReview@sce.com
- SoCalGasTransmissionUtilityRequest@semprautilities.com
- RightofWayDeskRedlands@semprautilities.com
- POuintana@socalgas.com
- LSun@aqmd.gov
- Dramirez-cornejo@wrcog.us
- imediana@wrcog.us
- wworthey@dudek.com
- edionne@wrcrca.org

12.3 Commenters Who Commented During the NOP Public Review Period and Included their Contact Information

- ALUC – Jackie Vega, Urban Regional Planner I
- California Department of Justice – Rob Swanson, Deputy Attorney General
- Californians Allied for a Responsible Economy ("CARE CA") - Jeff Modrzejewski, Executive
- City of Riverside, Community Development Department - Scott Watson, Historic Preservation Officer

- County of Riverside – Kristine Kim, Supervising Env. Health Specialist
- Riverside County Flood Control and Water Conservation District - Kevin Cunningham, Environmental Project Manager
- City of Fontana - Rina Leung, Senior Planner
- Gabrieleno Band of Mission Indians – Kizh Nation - Andy Salas, Chairman
- Native American Heritage Commission (NAHC) - Andrew Green, Cultural Resource Analyst
- RCA/Riverside County Transportation Commission - Tricia Campbell
- Southern California Association of Governments (SCAG) - Anita Au, Senior Regional Planner
- South Coast Air Quality Management District (SCAQMD) - Lijin Sun, Program Supervisor, CEQA IGR
- SoCal Gas (SCGC)
- Southwest Carpenters - Mitchell M. Tsai, Esq.
- Yuhaaviatama of San Manuel Nation - Ryan Nordness