

**FINAL ENVIRONMENTAL IMPACT REPORT (EIR)
(SCH # 2022040044)**

**FOR
THE DISTRICT AT JURUPA VALLEY**

PREPARED FOR:

CITY OF JURUPA VALLEY



City of Jurupa Valley
Thomas Gorham, Principal Planner
8930 Limonite Avenue
Jurupa Valley, CA 92509

Prepared by:



UltraSystems Environmental Inc.
16431 Scientific Way
Irvine, CA 92618
Telephone: 949.788.4900
Fax: 949.788.4901

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Project: 7124

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I. Introduction

I. INTRODUCTION

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15089, the City of Jurupa Valley, the Lead Agency, must prepare a Final Environmental Impact Report (EIR) before approving a project. The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the public and agencies regarding The District at Jurupa Valley Specific Plan Project Draft EIR. Pursuant to CEQA Guidelines Section 15132, this Final EIR includes revisions to the Draft EIR; a list of persons, organizations, and agencies that provided comments on the Draft EIR; comments and recommendations received regarding the Draft EIR; and responses to significant environmental points raised in the comments received. The Final EIR also includes a Mitigation Monitoring and Reporting Program.

This Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Draft EIR for the Project, which circulated for public review and comment from June 16, 2023 to July 31, 2023, constitutes the first part of the EIR and is incorporated by reference and bound separately.

1.1 Organization of the Final EIR

This Final EIR is organized into the following four sections:

Section I. Introduction—This section describes the purpose of the Final EIR, outlines the contents of the Final EIR, summarizes the Final EIR process, and provides a summary of the proposed Project.

Section II. Responses to Comments—This section provides a matrix depicting those individuals and entities that commented on the Draft EIR and the issues that they raised. This matrix is followed by verbatim numbered copies of the comments followed by numbered responses to each of the written comments made about the Draft EIR. Copies of the full original comment letters (bracketed) are provided in **Appendix FEIR-7** of this Final EIR.

Section III. Revisions, Clarifications, and Corrections—This section provides a list of revisions made to the Draft EIR based on public comments and other items requiring revision.

These changes are minor and do not add significant new information that would affect the analysis or conclusions presented in the Draft EIR. Section 15088.5(a) of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*

- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*
- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5(b) states that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”

As detailed in this Final EIR, neither the comments submitted on the Draft EIR, the responses to these comments, nor the corrections and additions presented in Section III of this Final EIR, constitute new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

Section IV. Mitigation Monitoring and Reporting Program (MMRP)—This section provides the full MMRP for the proposed Project. The MMRP lists project design features and mitigation measures by environmental topic and identifies the level of significance after mitigation, the responsible party/monitoring party and the implementation stage.

This Final EIR includes the following appendices:

Appendix FEIR-1	NOA The District at Jurupa Valley Specific Plan
Appendix FEIR-2	NOA –Email Blast to Commentors/Interested Parties
Appendix FEIR-3	NOA - Agency/Organization Email Blast
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Appendix FEIR-8	Freeway Sign Declassification Exhibit
Appendix FEIR-9	Draft EIR Appendix D24- Freeway Signs Declassification Approval
Appendix FEIR-10	Supplemental Letter Memorandum

Appendix FEIR-1: NOA The District at Jurupa Valley Specific Plan Draft EIR — This appendix to the Final EIR includes a copy of the NOA for The District at Jurupa Valley Specific Plan Draft EIR.

Appendix FEIR-2. NOA Email Blast to Commentors/Interested Parties — This appendix to the Final EIR includes the email that was sent to commentors/interested parties about the availability of the Draft EIR for public review.

Appendix FEIR-3. NOA Email Blast to Public Agencies/Organizations — This appendix to the Final EIR includes the email that was sent to Public Agencies/Organization about the availability of the Draft EIR for public review.

Appendix FEIR-4: NOA - County Clerk Recorder Posting— This appendix to the Final EIR includes the copy of the NOA posted by the County Clerk about the availability of the Draft EIR for public review.

Appendix FEIR-5: The Press-Enterprise Newspaper Confirmation — This appendix to the Final EIR includes the Newspaper confirmation of publishing the proposed Project’s NOA on June 16, 2023.

Appendix FEIR-6: The Press-Enterprise Newspaper Proof — This appendix to the Final EIR includes the Newspaper proof of publishing the Project’s NOA on June 16, 2023.

Appendix FEIR-7: Bracketed Draft EIR Comment Letters — This appendix to the Final EIR includes copies of all written comments received on the Draft EIR.

Appendix FEIR-8: Freeway Sign Declassification Exhibit— This appendix to the Final EIR includes an exhibit to illustrate and support the response to Comment A-9.

Appendix FEIR-9: Draft EIR Appendix D24- Freeway Signs Declassification Approval— This appendix to the Final EIR includes the Appendix D24 that was referenced in the Draft EIR and also to support the response to Comment A-9.

Appendix FEIR-10: Supplemental Letter Memorandum— This appendix to the Final EIR includes a Supplemental Letter Memorandum of analysis to support the response to Comment A-31.

1.2 Public Review Process

In accordance with CEQA, the environmental review process for the Project commenced with solicitation of comments from identified responsible and trustee agencies, as well as interested parties on the scope of the DEIR, through a Notice of Preparation (NOP) process. The NOP was circulated for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, owners, City of Jurupa Valley addresses, and other interested parties on March 31, 2022 to April 29, 2022. The NOP also provided notice that a scoping meeting for the proposed project was scheduled to occur on April 20, 2022, 2020 at 2:00 PM at the City of Jurupa Valley, City Council Chamber located at 8930 Limonite Avenue, Jurupa Valley, CA. The NOP was Appendix A2 in the Draft EIR and the public comments received on the Initial Study were included as Appendix C2 in the Draft EIR.

Consistent with the requirements of Section 15087 of the CEQA Guidelines, the Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research for distribution to state agencies and was circulated for a 45-day public review commencing on June 16, 2023, and ending on July 31, 2023. A Notice of Availability of the Draft EIR was published in The Press-Enterprise Newspaper on June 16, 2023, and emailed to those interested parties who attended the scoping meeting and/or requested notice. The Draft EIR was made available for review on the City of Jurupa Valley’s website (<https://www.jurupavalley.org/DocumentCenter/Index/68>) and at the City of Jurupa Valley’s City Hall at 8930 Limonite Avenue, Jurupa Valley, CA. Following the Draft EIR public comment period, this Final EIR has been prepared and includes responses to the comments raised regarding the Draft EIR.

1.3 Overview of the Project

1.3.1 Project Location

The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by unincorporated County of San Bernardino and the City of Fontana to the north, the City of Riverside to the east and south, and the City of Eastvale to the west. The Project site is

approximately 248 acres of predominately vacant land located in the eastern portion of the City of Jurupa Valley, near the Santa Ana River and State Route 60 (SR-60), in the County of Riverside (the "Project site"). Additionally, the Project site is generally bordered by SR-60 to the north, the Santa Ana River to the east, 34th Street to the south, and Rubidoux Boulevard to the west. Internal to the Site is Wallace Street where it crosses 34th Street to the south and continues northeast to northwest, intersecting with Hall Avenue near the northern site boundary. Hall Avenue is also located within the Specific Plan area between Frontage Road to the west and Wallace Street to the east; Hall Avenue continues north over SR-60.

1.3.2 Proposed Uses

The proposed Project consists of a new Specific Plan (The District at Jurupa Valley Specific Plan) ("Specific Plan") that 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. The new Specific Plan would permit development of up to 1,192 new residential units; approximately 3 million square feet of commercial and industrial land uses (including warehouse and logistic uses); a hotel with conference and hospitality area; and approximately 11 acres of parks and open space (the "Project"). The proposed Specific Plan includes the following land use components as noted below in **Table 1.3-1**.

Table 1.3-1
PROPOSED LAND USE SUMMARY

Land Use	Gross Acreage ¹	Non- Residential Square Feet (SF) ²	Hotel Rooms ³	Dwelling Unit
COMMERCIAL				
Neighborhood	20.4	160,000	---	---
Retail ⁵	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 ² 25+ du/acre	42.0	---	---	1,196
Residential Sub-Total	42.0	---	---	1,196
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				
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
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Source: City of Jurupa Valley, 2023.

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 is inclusive of roadway and access easements. Gross Averages are rounded to the nearest tenths based on the TTM.
2. Hotel Square Feet is estimated for purpose of 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.
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.
5. Includes 52.4 acres of Commercial Retail-Integrated Overlay.

The uses within the Specific Plan include the following:

Residential. The residential area of the Specific Plan would consist of 1,192 new dwelling units including both multi-family and single-family unit types, and assumed 4 existing units, on 42 acres. The residential uses would be clustered in the southeast portion of the Project site adjacent to existing residential uses and away from the adjacent freeway. The Specific Plan would include requirements for community amenities (i.e., pools, children play area, social gathering spots, etc.) for the residents, and traffic calming devices designed to divert truck traffic away from the proposed residential neighborhoods as well as existing residential neighborhoods in the vicinity of the Project site. Buffer areas will be required between residential uses and any industrial and warehousing uses.

Commercial. The commercial area of the Specific Plan would include Commercial Neighborhood, Commercial Retail, and Commercial Tourist land uses. The Commercial Neighborhood would include a neighborhood shopping center to serve the local area with a grocery store, restaurants, retail stores, and community services. The Commercial Retail area would be designated for larger big-box retailers to serve regional consumers that may include furniture and product showrooms with on-site assembly and inventory storage. The Commercial Retail area would also include an integrated-use overlay to allow a business that combine their various business operations into a single business operation at one site including a traditional “brick and mortar” retail showroom for display and sale of products to the public and may include product assembly/light manufacturing; warehousing; customer pick-up and/or shipping/receiving. The Commercial Tourist area would include a hotel, exhibit/concert hall, tourist visitor center, or other hospitality and entertainment-related uses. The total commercial area would encompass approximately 98 acres.

Industrial & Business Park. The industrial area would have a maximum of 1.5 million square feet of building area 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. on approximately 67 acres. An approximately 30,000 square foot business park intended for research and development, technology centers, corporate offices, clean industry, and supporting retail uses would be included on approximately 8 acres. There would be an open space buffer between the industrial/logistics use and the residential uses to the south. Truck traffic into and out of this area would be prohibited from traveling into the proposed and existing residential areas.

Open Space. The Project would provide approximately 11 acres of both active and passive open space 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.

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.

Circulation. The circulation system would be designed to minimize traffic on the adjacent neighborhood streets and provide for efficient circulation throughout the Project site and divert truck traffic away from the proposed and existing residential neighborhoods. Through the EIR process on-site and off-site improvements aimed to improve traffic flows on the adjacent local roadways and the adjoining SR-60 are evaluated. Project street improvements would include both on-site and off-site roadways as well as the vacation of certain existing roads or portions of street rights-of-way within the Project site boundaries.

Infrastructure/Utilities. The Project would be required to install sewer, water, storm drain and dry utilities throughout the site in size and capacity to meet the requirements of the development. The EIR analyzes both on-site and off-site infrastructure improvements required for the Project.

1.3.3 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 1.3-2** 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 1.3-2
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.
CalTrans	Outdoor Advertising Permit

1.4 Areas of Concern

Based on the comment letters received regarding the Draft EIR, which are included in **Appendix FEIR-7** of this Final EIR, issues known to be of concern include, but are not limited to: traffic, air quality, greenhouse gas emissions. Comments were also provided regarding other environmental topics addressed in the Draft EIR.

II. Responses to Comments

II. RESPONSES TO COMMENTS

2.1 Introduction

Sections 21091(d) and 21092.5 of the Public Resources Code (PRC) and CEQA Guidelines Section 15088 govern the lead agency's responses to comments on a Draft EIR. CEQA Guidelines Section 15088(a) states: "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments." In compliance with these requirements, this section of the Final EIR provides the responses to each of the written comments received with regards to the Draft EIR.

Section 2.2, Matrix of Comments Received in Response to the Draft EIR, includes a matrix that provides a summary of the environmental issues raised by each commenter regarding the Draft Environmental Impact Report for The District at Jurupa Valley Specific Plan Draft EIR Project. Additionally, Section 2.3, Comment Letters, provides a response to each written comment raised. Copies of the original comment letters are provided in **Appendix FEIR-7** of this Final EIR.

2.2 Matrix of Comments Received in Response to the Draft EIR

Table 2.2-1

Letter ID	COMMENTER	Date Comment Received	PROJECT DESCRIPTION	ENVIRONMENTAL SETTING	AESTHETICS/VISUAL IMPACTS	AIR QUALITY	BIOLOGICAL RESOURCES & WILDLIFE & WILDERNESS	CULTURAL & TRIBAL RESORUCES (INCLUDING HISTORICAL RESOURCES)	GEOLOGY AND SOILS/GRADING	GREENHOUSE GAS EMISSIONS	HAZARDS (INCLUDING FIRE HAZARDS) AND HAZARDOUS MATERIALS	HYDROLOGY/DRAINAGE/WATER QUALITY	LAND USE AND PLANNING	SPECIFIC PLAN	NOISE	POULATION AND HOUSING	PUBLIC SERVICES- POLICE	PUBLIC SERVICES- FIRE PROTECTION	PUBLIC SERVICES- SCHOOLS	PUBLIC SERVICES- LIIBRARIES	PUBLIC SERVICES- PARKS AND RECREATION	TRANSPORTATION/TRAFFIC/ EMERGENCY ACCESS	TRIBAL CULTURAL RESOURCES	UTILITIES- WASTEWATER & SEPTIC	UTILITIES- STORMWATER	UTILITIES- SOILD WASTE	UTILITIES- WATER SUPPLY & GROUNDWATER	WILDFIRE	ENERGY	ALTERNATIVES	EQUESTRIAN LIFESTYLE & RURAL TRANQUILITY	
FEDERAL, STATE & LOCAL GOVERNMENT AGENCIES																																
A	Matthew Taylor, Principal Planner City of Riverside, Community Development Department, Planning Division 3900 Main Street, Riverside, CA 92522 (951) 826- 5944, mtaylor@riversideca.gov	July 31, 2023	X		X	X	X			X			X	X		X					X	X								X	X	
ORGANIZATIONS																																
B	Dean Wallraff, Attorney at Law, Executive Director, Advocates for the Environment 10211 Sunland Blvd., Shadow Hills, CA 91040, (818) 650-0030 X101, dw@aenv.org	July 31, 2023								X																						
C	Stephanie Papayanis, Attorneys for Southwest Regional Council of Carpenters Mitchell M. Tsai, Attorney At Law 139 South Hudson Avenue, Suite 200 Pasadena, California 91101 (626) 381-9248, info@mitchtsailaw.com	July 30, 2023	This letter indicated support for the project as a whole and no specific areas of the document were identified.																													
INDIVIDUALS																																
	No individuals commented																															

2.3 Bracketed Comment Letters

LETTER A



City of Arts & Innovation

Community Development
Department
Planning Division

July 31, 2023

Thomas Gorham
Principal Planner
Community Development Department
8930 Limonite Avenue
Jurupa Valley, CA 92509

Subject: City of Riverside's Review of a Notice of Availability of a Draft Environmental Impact Report for The District at Jurupa Valley

Dear Mr. Gorham:

Thank you for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the District at Jurupa Valley Specific Plan project.

The City of Riverside (City) understands that the proposed The District at Jurupa Valley project consists of a new specific plan (The District at Jurupa Valley Specific Plan) that would replace the Emerald Meadows Ranch Specific Plan and EIR that was approved by Riverside County in 2005. We also understand that the new specific plan will permit the development of up to 1,192 residential units; 3 million square feet of commercial and industrial land uses; a hotel with conference and hospitality area; and 7 acres of parks and open space.

The City has reviewed the DEIR, and we wish to provide the following comments:

Community & Economic Development Department – Planning Division

- **Executive Summary**
 - **1.4 Summary of Environmental Impacts**
 - **Table 1.0-1 Impacts and Mitigation Measures**
 - MM AQ-3: Vehicle Trip Reduction – TDM Requirements for Non-Residential Uses: Begins with "The Project Applicant shall consult with the local transit service provider" – Consultation is not an effective or adequate measure to reduce vehicle trip generation associated with the project. The actual reduction in vehicle trips generated by the act of "consultation" must be quantified. If this is not possible, the mitigation measure should be modified to require specific action on the part of the Project Applicant related to multimodal transit accessibility and/or readiness that can be shown to have a measurable effect on trip generation.
 - MM TRANS-1: Transportation Demand Management Program – 1. Consultation with Riverside Transit Authority: The Project Application shall fund a study on behalf of RTA to determine whether adding bus service would be warranted – Evidence of compliance should be

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completion and publication of the study itself – not merely correspondence between the Applicant and the transit agency. A-3
cont.

- **3.0 Project Description**

- **3.4.2 Proposed Land Uses**

- The Project Description indicates the Project includes 70.3 acres designated for Retail development within the Commercial land use category, with a maximum development yield of 1.2 million square feet. Figure 3.4-1 (Land Use Plan) indicates that some portion of the Commercial Retail land use designation is proposed to have the CR – Integrated Use Overlay. The Project Description does not state the total acreage within the Commercial Retail designation that will receive the Integrated Use Overlay, nor does it disclose what quantity of the anticipated 1.2 million square feet of development in the Commercial Retail designation is attributable to development within the Integrated Use Overlay. A-4
 - The Project Description goes on to describe the intent and typical uses allowed within the CR – Integrated Use Overlay, which are described as having “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.” This describes a primarily industrial land use with a strong orientation toward logistics and goods movement uses with a nominal amount of ancillary retail activity. A-5
 - The Air Quality Analysis prepared for the Project (Appendix D1) references the Traffic Impact Analysis prepared for the Project and describes a sum total of 2.4 million square feet (msf) of industrial land uses (1.65 msf Warehousing, 0.3 msf High Cube Fulfillment Center – Non sort, 0.3 msf High Cube Fulfillment Center – Sort; and 0.15 msf High Cube Cold Storage). Table 3.4-2 of the Project Description only describes 1.5 million square feet of development within the Industrial land use designation. This means that, based on land use assumptions provided in the Traffic Impact Analysis, the Project involves an additional approximately 900,000 square feet of industrial land use activity outside of the Industrial land use designation – which must be assumed to be anticipated within the Retail - Integrated Use Overlay as none of the other proposed land use districts would permit these types of uses. A-6
 - The Project Description, and the subsequent analysis within the EIR, must be revised to address this fact. The EIR must analyze the potential environmental impacts of 2.4 million square feet of industrial (logistics, goods movement, warehousing, etc.) development – not 1.5 million square feet of industrial and 1.2 million square feet of “commercial retail” development. Cumulative impacts must be further reevaluated to address this discrepancy. This mischaracterization of proposed land uses is significant and rises to the level of requiring revision and recirculation of the Draft EIR. A-7

- **3.4.3 Signage and Monuments**

- The Project Description states the project involves four free-standing freeway-oriented billboard signs – three digital and one static. Figure 3.4-9, however, depicts three combination digital and static sign locations and one existing freestanding sign (type not specified). The Project Description, the corresponding Figure, or both should be revised to correct this discrepancy. A-8

- The Project Description also does not indicate whether the proposed freeway signage will permit off-site advertising for hire or if it will be limited to on-site signage for tenant identification purposes. The Project Description should be revised to clarify and, if off-site advertising for hire is proposed, the EIR should address potential visual and aesthetic impacts of billboard signage in the appropriate sections of the EIR. Mitigation for potential impacts related to light pollution and traffic safety hazards that stem from digital billboard signage should be identified and applied as necessary. CalTrans should be listed as a Trustee/Responsible Agency and the required Landscaped Freeway Declassification and Outdoor Advertising Permit requests listed as required discretionary approvals for the Project. A-9
- **4.1 Aesthetics**
 - **4.1.6 Environmental Impact Analysis**
 - **Threshold (a) - Views of Future Development on the Project Site from the City of Riverside**
 - The Draft EIR fails to discuss how views of the project site may be negatively impacted as seen from higher elevations along the hiking trail that ascends the northern face of Mount Rubidoux. Despite the width of the Santa Ana River and the height of associated dikes and berms, the proposed Project allows for industrial and logistics land uses to be developed up to a height of 75 feet above finished grade in the Industrial land use designation, which is located directly adjacent to the Santa Ana River. At a minimum, the Draft EIR should evaluate how views onto the project site from higher elevations on the Mount Rubidoux hiking trail could be impacted by development of buildings up to 75 feet in height in this area. Photosimulations, cross-sections and other simulated, schematic, or diagrammatic illustrations of areas affected by this scale of development should be provided to substantiate these conclusions. Appropriate mitigation measures, up to and including limitations of allowed building height, should be applied as necessary. A-10
 - **Threshold (c) - Freeway signs**
 - The Draft EIR states that subsequent discretionary approvals for the project will include a Site Development Permit for a Master Sign Program. This section of the Draft EIR does not address whether the Master Sign Program 1) includes off-site advertising for hire (i.e., billboards); 2) whether such billboards will require Declassification of a Classified Landscaped Freeway by CalTrans; and 3) whether such billboards will further require, and would comply with the specific regulations for, an Outdoor Advertising Permit from CalTrans (California Business and Professions Code Sections 5200-5186 and California Code of Regulations Sections 2240-2519). The Draft EIR should be revised to address compliance with these State regulations as they apply to the Project and its proposed freeway signage. Appropriate mitigation measures should be identified and applied as necessary. A-11
 - **4.1.7 - Cumulative Impacts**
 - The Draft EIR states in this section that "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 A-12

relative to these scenic resources [including] Mount Rubidoux." The Draft EIR fails to substantiate this claim through any evidence. With a permitted building height of 75 feet within the Industrial and use classification – located directly adjacent to the Santa Ana River between the Project site and Mount Rubidoux – buildings constructed within this area may potentially obstruct views of Mount Rubidoux from within the Project site, from State Route 60, and from other adjacent areas. The Draft EIR should be revised to address these potential impacts or provide substantial evidence to the contrary.

A-12
cont.

- **4.2 Air Quality**

- **4.2.2 Notice of Preparation/Scoping Comments**

- The City of Riverside's comment letter was provided April 29, 2022, not April 29, 2023 as stated in the Draft EIR.

A-13

- **4.2.4 Methodology – Area Sources.**

- As summarized in comments provided on Section 3.4.2 (Proposed Land Uses) above, the quantity of industrial land uses described in the Air Quality Analysis disagrees with the summary of land uses provided in Chapter 3.0 (Project Description). The EIR should be revised to accurately describe and analyze the potential environmental impacts of the total quantity of industrial land uses contemplated as part of the Project.

A-14

- **4.2.6 Environmental Impact Analysis**

- **Project Design Feature 4.2-10 – LEED Buildings**

- This Project Design Feature does not specify which level of LEED Certification buildings constructed within the Project will be required to attain; as such, it is ineffective as a Project Design Feature in that it lacks the necessary specificity to quantify the anticipated reduction in any environmental impact.

A-15

- **MM AQ-3 – Vehicle Trip Reduction – TDM Requirements for Non-Residential Uses**

- Begins with "The Project Applicant shall consult with the local transit service provider" – consultation does nothing to mitigate vehicle trip generation associated with the project. The actual reduction in vehicle trips, and concomitant reductions in air quality pollutants, generated by the act of "consultation" must be quantified. If this is not possible, the mitigation measure should be modified to require specific action on the part of the Project Applicant related to multimodal transit accessibility and/or readiness that can be shown to have a measurable effect on trip generation and air quality impacts.

A-16

- **4.3 Biological Resources**

- **4.3.6 Environmental Impact Analysis**

- **Threshold (a) – Project Design Features**

- PDF 4.3-1 – The Draft EIR fails to evaluate or discuss how nighttime lighting related to the proposed freestanding digital billboard signage nearest to the Santa Ana River might or might not have a detrimental impact to sensitive species or habitat that could require mitigation either during construction or operation of the project. This PDF states that "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," but fails to substantiate this statement. The potential impact of nighttime lighting emanating from the digital billboard proposed for this location

A-17

on sensitive species and habitat must be evaluated and reduced to the extent feasible through changes to the project design, up to and including the relocation of this proposed digital billboard sign, or adequately mitigated.

A-17
cont.

▪ **Threshold (f) – F.2 – Impacts Analysis**

- Lighting – The Draft EIR states that the Jurupa Valley Municipal Code requires that “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” and further concludes that the Project will have no significant impacts after mitigation under this threshold. However, the Project Description indicates that the proposed digital billboard sign located adjacent to the Santa Ana River will be up to 65 feet in height, which clearly exceeds the limitations prescribed by the Municipal Code. The EIR does not address how potential impacts related to an illuminated sign in this location will be adequately mitigated or reduced through compliance with the Municipal Code. Additional mitigation measures, up to and including relocation of this proposed digital billboard sign, should be identified, and applied.

A-18

• **4.7 Greenhouse Gas Emissions**

○ **4.7.6 Environmental Impacts Analysis**

▪ **Threshold (b) - Regional Transportation Plan/Sustainable Communities Strategy Consistency**

• **Table 4.7-5, Goal 6: Support healthy and equitable communities**

- The analysis provided in the Draft EIR does not substantiate how or why the Project is consistent with the Goal of the SCAG RTP SCS. Discussion is limited to how the Project does not violate localized thresholds for criteria pollutants but goes no further to discuss how the project supports healthy and equitable communities. The Draft EIR should be revised to include additional analysis as to whether and, if so, how the project is consistent with this Goal.

A-19

• **4.13 Population and Housing**

○ **4.13.3 Regulatory Framework – California Housing Element Law**

- The Project proposes demolition of existing housing units. As such, the Draft EIR should address applicable California statutes related to preservation and replacement of existing housing units pursuant to Senate Bills 330 and 8 (Housing Crisis Act of 2019). Specifically, projects that propose to remove existing housing units are obligated to identify whether any of the units proposed for removal are Protected Units pursuant to the Statute and, if so, provide an accounting of the Households Income Level and plans for replacement of the removed housing units at the same income level.

A-20

▪ **Threshold (b)**

- The Project proposed demolition of 11 existing housing units. Pursuant to California Senate Bills 330 and 8 (Housing Crisis Act of 2019), the Draft EIR should evaluate whether the units proposed for demolition are occupied by lower-income households and, if so, propose a plan to replace the demolished units with units that are affordable to households with the same income level as the eliminated units.

A-21

• **4.16 Recreation**

○ **4.16.2 – Notice of Preparation/Scoping Comments**

- The Draft EIR states the following:
 - "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. A-22
 - 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."
- Consistency with the City of Riverside's Trails Master Plan is not substantively discussed or addressed in Section 4.15 (Recreation). The Draft EIR should be revised to address this comment. A-23
- Connections to local, County-adjacent trail systems is not substantively discussed or addressed in Section 4.15 (Recreation). The Draft EIR should be revised to address this comment. A-24
- Section 4.16.1 (Existing Conditions) does not substantively discuss or address how the project will or will not facilitate trail travel between the Project and the City of Riverside, nor does it address how the Project will or will not interface with the Mission Boulevard Bridge Replacement project. The Draft EIR should be revised to address this comment. A-25

• **5.0 Alternatives**

○ **5.7 Analysis of Alternative 4: Reduced Industrial Uses Alternative**

- The Draft EIR describes this Alternative as replacing proposed industrial uses with "storage" uses, plus some additional residential and open space uses. The description of "storage" uses is not specific enough to facilitate an adequate comparison between what the Project proposes and what this Alternative would provide. Further to this point, the Draft EIR states that "industrial use in the Specific Plan was used to calculate proportion for storage in this alternative." This suggests that, despite the Draft EIR's claim that "long-term commercial or industrial storage that would involve far fewer truck trips than, for example, fulfillment center use," the land use evaluated in this Alternative is still industrial in nature and should be evaluated as such; alternatively, the Draft EIR should be revised to analyze a project alternative that does not actually involve any industrial land uses as the name of this Alternative suggests it attempts to do. The Draft EIR further does not substantiate how or why "long-term commercial or industrial storage would involve far fewer truck trips" than other industrial land uses described in the Draft EIR. A-26
- **5.7.2.7 Greenhouse Gas Emissions**
 - The Draft EIR states that "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." However, the Alternative analyzed in this scenario does not legitimately exclude industrial uses and, in fact, Table 5.7-3 (Trip A-27

Generation Estimate – Reduced Industrial Uses Alternative) still includes one million square feet of industrial warehouse uses (categorized, for some reason, under "Regional Commercial"). This analysis may overestimate the trip generation, and, by extension, potential greenhouse gas emissions impacts of an Alternative to the Project that genuinely excludes industrial uses.

A-27
cont.

- The Draft EIR should be revised to include an alternative that does not include any industrial land uses, whether or not those uses are located within the Commercial land use designation with the Integrated Use Overlay or not, and the corresponding analysis should be revised to provide a true comparison between the proposed Project and an alternative that does not include any industrial land uses, be they warehousing, logistics, manufacturing, or any other type of industrial use.

A-28

Public Works Department – Traffic Engineering Division:

Appendix D – Technical Reports, Studies, and Assessments

- Section D20.1 – Traffic Impact Analysis Memo May 2023

- Page – Introduction:

- The focused traffic analysis memo indicates that "This memo augments the original District at Jurupa Valley Traffic Impact Analysis (TIA) completed by Kimley-Horn dated July 2022." However, it appears that the City of Riverside PW Traffic Division has not received the original TIA for review. Considering project's vicinity from the Mission Inn Boulevard, the Traffic Engineering Division would like to review and comment on the TIA.

A-29

- Page 11 – Analysis, Scenarios and Methodology:

- The focused traffic analysis does not include the roadway segment of Mission Inn and intersections located in the City of Riverside (i.e., Mt Rubidoux Drive at Mission Inn Boulevard.) Please add a roadway volume to capacity ratio analysis for all traffic scenarios along Mission Inn Boulevard between Crestmore Road and Redwood Drive.

A-30

- Please also include the intersection of Mission Inn Boulevard and Redwood Drive as one of the study area intersections in the traffic study.

A-31

- Page 24 & 25 - Figures 8B & 8C:

- The trip distribution for residential and retail components only shows 5% and 2% traffic routed through Mission Inn Boulevard which seems unreasonable considering the Mission Bridge Project which will improve traffic circulation.

A-32

- Page 27-28 – Figures 9A & 9B:

- The Truck Circulation Plan shows that the trucks will not utilize Mission Inn Avenue/Mission Boulevard. However, the study does not address which measures will be implemented to restrict heavy vehicle traffic on Mission Inn Avenue/Mission Boulevard towards the City of Riverside. The City of Jurupa Valley should implement heavy vehicle restrictions to limit heavy vehicle traffic on Mission Inn Avenue/Mission Boulevard towards the City of Riverside.

A-33

The City of Riverside appreciates your consideration of the comments provided in this letter. Should you have any questions regarding this letter, please contact me at (951) 826- 5944, or by e-mail at mtaylor@riversideca.gov.

A-34

We thank you again for the opportunity to provide comments on this proposal and look forward to working with you in the future.

Sincerely,



Matthew Taylor
Principal Planner

cc: Patricia Lock Dawson, Mayor
Riverside City Council Members
Mike Futrell, City Manager
Rafael Guzman, Assistant City Manager
Jennifer A. Lilley, Community & Economic Development Director
Maribeth Tinio, City Planner
Gilbert Hernandez, Public Works Director
Phaedra Norton, City Attorney

A-34
cont.

A-35

LETTER B

July 31, 2023

Advocates for the Environment

Thomas Gorham
Principal Planner
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

A non-profit public-interest law firm
and environmental advocacy organization



Via U.S. Mail and email to tgorham@jurupavalley.org

re: Comments on the Draft Environmental Impact Report on The District at Jurupa Valley
Project, SCH No. 2022040044

Dear Mr. Gorham:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (DEIR) for the District at Jurupa Valley Project (**Project**). We are a non-profit public-interest law firm, that uses environmental law to fight to improve the environment in California.

B-1

The Project Site is located at the intersection of Hall Avenue and Wallace Street, within the City of Jurupa Valley (City), Kern County, and would affect a total of 247.2 acres of land. The Project entails the construction of 1,192 new residential units, 3 million square feet of warehouse, commercial, and industrial uses, and a hotel. The resulting warehouse would employ approximately 3,779 employees. We have reviewed the DEIR released in June 2023 and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (GHG) analysis under the California Environmental Quality Act (CEQA).

B-2

The City Should Require the Project to be Net-Zero

B-3

Greenhouse gas emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a very large portion of global GHG emissions. It is much less expensive to construct new building projects to be net-zero than to obtain the same level of GHG reductions by retrofitting older buildings. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore makes no sense to construct new buildings that are not net-zero.

B-4

Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided, after environmental groups

B-5

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City of Jurupa Valley
Comments on The District at Jurupa Valley Project

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sued and won under CEQA, to move forward as net-zero communities. This proves it is feasible. The Applicant for this project should do the same. We urge the City to adopt net-zero as the GHG significance threshold for this project, and require full fair-share litigation. The CARB 2017 Scoping Plan states that “achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.” (p. 101.)

B-5
cont.

Moving this Project forward as a net-zero project would be the right thing for the City to do and would also protect the City and the Applicant from CEQA GHG litigation.

B-6

The Project’s GHG Impacts Must be Fully Mitigated

B-7

The calculated project-related emissions level is 92,061 metric tons of carbon dioxide equivalent (MTCO₂e) per year, including 30-year amortized construction emissions of 153 MTCO₂e per year (DEIR 4.7-15). The City adopted a GHG the dual significance threshold from Appendix G of the CEQA guidelines, in which a project is significant if it would: (a) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or (b) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The DEIR concluded the Project would have significant and unavoidable GHG impact. CEQA requires fair-share mitigation for significant cumulative impacts, such as GHG impacts. To reduce the significant impact, the GHG mitigation section referred to Air Quality Mitigation Measure (AQ MM) 3, 4, 5, and 13, as well as and Greenhouse Gas Mitigation Measures (GHG MM) 1-4. (DEIR 4.7- 29). But these measures are not enough to effectively mitigate the GHG emissions from the Project. Despite an apparent availability of other GHG mitigation and Project alternatives, the DEIR declared that the Project’s quantified emissions would result in “significant and unavoidable cumulative GHG impact.” (DEIR p. 4.7-29.) But this is not true. There are other readily available mitigation measures.

B-8

Since the Project’s GHG emissions would be significant, CEQA requires that the Project include fair-share mitigation (*Napa Citizens for Honest Gov’t v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, this means mitigation of all of the Project’s GHG impacts. The amount of GHG emissions that comprises the Project’s fair share is clear. The EIR quantified the Project’s annual emissions at about 92,061 MTCO₂e. The reasonable lifespan of a warehouse project is beyond that of a residential building, averaging 50 to 60 years.¹ Therefore there is a quantifiable estimate of total Project emissions by multiplying the annual estimate by the average lifespan, which would amount to 5,063,355 MTCO₂e.² This would be a good starting point from which to subtract the effect of non-offset mitigation measures, before implementing offset purchases.

B-9

¹ <https://bciconstruction.us/which-factors-determine-the-lifespan-of-a-building/#:~:text=A%20warehouse%20used%20to%20produce,for%20major%20repairs%20or%20renovations.>

² (92,061 MTCO₂e) x (55 years average) = 5,063,355 MTCO₂e

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The EIR Identifies Ineffective and Insufficient Mitigation Measures

Vague and unenforceable mitigation measures violate CEQA. (*California Clean Energy Comm. v. City of Woodland* (2014) 225 Cal. App. 4th 173, 180.) There is no showing that certain mitigation measures are enforceable, and one of the mitigation measures is not even minimally effective. MM AQ-133 fails for vagueness, unenforceability, and lack of effect because merely providing documentation is not likely to contribute to actual changes in tenant behavior without some additional enforceable measure.⁴ The City should update this measure to make it more enforceable. The City knows how to write enforceable mitigation measures, for example, maintains that “the Planning Division shall confirm that the Project’s Covenants Conditions and Restrictions (CC&Rs) and/or tenant lease agreements include contractual language” and that third-party vendor agreements also include the requirement.

B-10

B-11

Substantial evidence must show that mitigation measures will be “at least partially effective.” (*King & Gardiner Farms, LLC v. Cnty. of Kern* (2020) 45 Cal. App. 5th 814, 865, 259.) While there may be some mitigation that could reduce emissions to simultaneously improve air quality and reduce GHG, some of the mitigation measures identified as GHG mitigation only apply to air quality with no likelihood of being even “partially effective” at reducing GHG emissions. Therefore, additional measures need to be adopted. (See “The Project’s GHG Impacts Must be Fully Mitigated,” below.)

B-12

For example, MM GHG-5 which requires landscape equipment to be electric, is only outsourcing the GHG emissions to the electrical power plants, unless the electricity is coming from renewable sources. The mitigation measure does not specify this, so while it will reduce air quality pollutants it is not likely to have a large impact of GHG emissions. Ultimately, these mitigation measures should be revised to ensure a minimum level of effectiveness.

B-13

Infeasibility Finding Lacks Substantial Evidence

B-14

The conclusion that the Project will not be able to achieve any mitigation beyond the Project’s mitigation measures is not supported with substantial evidence. Overall, as discussed in the next section of this letter, there are abundant options available to mitigate emissions to the full extent of project emissions. The lead agency carries the burden of including an adequate discussion of feasible mitigation measures, including identifying the reasons for infeasibility, and the failure to do so here is a violation of CEQA and insufficient to meet the City’s burden.

B-15

³ MM AQ-13: Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation that the Project is designed to prohibit natural gas within residential structures.

⁴ MM AQ-7: “The facility operator shall provide tenants with an information packet that: Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB).”

First, the DEIR notes that mobile emissions are not controllable, and therefore not feasible to mitigate, stating: “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.” (DEIR p. 4.7-18.) However, the City has the capacity to control the emissions directly and indirectly related to this project. For example, the City can require that all operational vehicles and equipment on the site adhere to the best available emissions control technology, including the latest GHG standards. Additionally, requiring vehicle fleets to be powered by alternative fuel types would effectively emit less GHGs; the City could require that the applicant’s lease agreements included provisions to limit the use of heavy-duty diesel trucks or require that the tenant’s vehicle fleet use non-diesel fuels such as gasoline, ethanol, or biofuels. Another feasible mitigation measure would require the applicant to enter a contract with future tenants to use zero-emission commercial vehicles upon reasonable availability and maintain a charging system for the vehicle fleet that is powered by solar panels on the Project site. Such mitigation is feasible and would be necessary to mitigate to the Project’s fair share extent.

B-16

By saying that GHG impact is unavoidable outside of the identified mitigation measures, the DEIR implies that further mitigation for non-mobile source emissions is also not feasible. However, there are several measures, including solar panels, solar water heaters, automatic light switches, among many other mitigation strategies that can be incorporated to reduce non-mobile emissions. The City could also commit to offsets or require the Applicant to enter into an agreement to buy clean power. Thus, the conclusion that further mitigation would be infeasible has not been supported by substantial evidence.

B-17

The City Should Decrease GHG Impact to Extent Feasible

The City declared that “[n]o additional feasible mitigation measures are available that can reduce impacts to less than significant” (DEIR 4.7-28; Kimley-Horn, 2023c, 41). But existing mitigation measures can be strengthened, and more measures may be added to the extent feasible, which may potentially cover the full fair share extent.

B-18

Improving Upon Existing Mitigation Measures

There are several identified mitigation measures which are arbitrarily limited without explanation of why that would create the maximum feasible GHG emissions reductions. For example, MM AQ-5, in which landscaping equipment is required to be “100 percent electrically powered,” could feasibly be extended to other industrial equipment that does not fall under the category of “landscaping.” Similarly, MM AQ-13⁵ aims to prohibit natural gas usage in residential structures only,

B-19

⁵ MM AQ-13: Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation that the Project is designed to prohibit natural gas within residential structures.

and MM GHG-3⁶ requires energy efficiency for residential appliances only, even though the Project also involves commercial and industrial structures as well. The City did not explain why these measures would only be feasible for this mitigation measure to apply to residential structures, despite the likelihood that commercial and industrial buildings would otherwise have natural-gas intensive equipment and appliances. Lastly, MM GHG-4⁷ involves diverting 75% of landfill waste without an explanation of why this number is the maximum extent feasible for the Project. It seems that the number could be based on some standard or recommendation, yet it has not been analyzed in relation to the needs of this Project and it is possible that further diversion could be feasible to create a more impactful mitigation measure.

B-19
 cont.

Operational Emissions Reductions

The DEIR indicates that the Project would adhere to the mandatory measures of the California Green Buildings Standards Code (DEIR 4.2-19), but it would be feasible to go beyond the requirements to also incorporate voluntary measures as mitigation. For example, all buildings on-site could include green roof strategies for all portions of the roof that are not utilized for solar panels, in order to contribute to energy savings and therefore GHG emissions reductions. Some examples of green roof features include the use of solar reflection or thermal emittance materials, and the construction of a thermal mass, such as vegetation on the roof.

B-20

The Project should also implement incentives to provide free or reduced parking rates for registered carpools or vanpools, provide on-site carsharing vehicles or bikes, allow for flexible or alternative work hours to allow for public transportation schedules, and provide access to convenient services within walking distance of the site to reduce the need to drive.

B-21

There are many other strategies that can achieved operational GHG emissions reductions through building design measures and Project-related transportation infrastructure. The City should consider all feasible operational emissions reductions and include corresponding mitigation measures to achieve such reductions in the DEIR.

B-22

Solar Panel Installation is a Feasible Mitigation Measure

B-23

One of the most important feasible on-site mitigation measures is installing solar panels or otherwise incorporating renewable energy production on-site, as to be less reliant on GHG-intense

B-24

⁶ MM GIIG-3: 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.

⁷ MM GHG-4: 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 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.

fuels which power the City's energy system. Plans, Policies, and Programs (PPP) 4.7-4 mandates that 15% of the roof of the warehouse be solar ready in accordance with Title 24 Energy Efficiency Standards. (DEIR 4.7-13.) Accordingly, it would be readily achievable to follow through with the installation of solar panels on the solar-ready roof, and on the maximum roof area that could support solar panels, rather than an arbitrary 15%. Warehouses often have considerable roof space conducive to solar panels, and likewise it would be feasible to install solar panels on the entire available surface. Installing solar panels, rather than making the building "solar-ready," would also make the identified mitigation measures more effective and decrease GHG emissions overall.

B-24
cont.

The DEIR does not comment on the feasibility of such measures, but it would seem feasible, at the very least, to make the roofs of these buildings solar-ready, if not install solar panels on the maximum available roof space. It would also be possible to build canopies in the parking lots and install solar panels on them.

B-25

Offsets Are Feasible

B-26

There are many available sources for the purchase of CEQA-compliant offsets, and the City's conclusion that such offsets are infeasible and pre-determined as non-compliant is not supported by substantial evidence. The DEIR raises the point that "reliance on carbon offsets to reduce either the Project's mobile or non-mobile emissions is also not feasible," claiming that the "additionality" requirement cannot be met (DEIR p. 4.7-18.) However, CEQA allows offsets to be used to mitigate a project's emissions, and offsets are just as accepted as other methods of mitigation (CEQA Guidelines § 15126.4 (c).) Here, the City can easily meet the additionality requirement by using a carbon registry which tracks offsets to ensure that they are additional and have not been claimed by anyone else.

B-27

The DEIR states that the City "has no enforcement authority over offset credits that fund carbon reduction projects outside of the City." Yet, the City has the authority to enter into a binding commitment with the Applicant to purchase or otherwise implement offsets. (See *King & Gardiner Farms, LLC v. Cnty. of Kern* (2020) 45 Cal. App. 5th 814, 852.) Several carbon registry programs undertake protocols which ensure that the offsets are being achieved, regardless of where they originate, and make lists publicly available for purchase.⁸

B-28

The lead agency further claims that "no local programs are available that would meet CEQA's criteria for a valid mitigation measure," (DEIR 4.7-18) but CEQA does not restrict mitigation to local measures. Yet, some applicable plans for reducing GHG emissions emphasize a preference for on-site and local offsets, given the community co-benefits.⁹ The Project can create its own local or on-site

B-29

⁸ National Forest Foundation (Project ID ACR168), L.D O'Rourke Foundation (Project ID ACR672), and Ecotrust Forest Management, Inc. (Project IDs ACR732, ACR734 and ACR734).

⁹ A generally recognized hierarchy in mitigating GHG impacts is: 1) project design features/on-site mitigation, 2) local offsets, 3) State offsets, 4) US offsets, 5) International offsets. (See, e.g., *Sierra Club v. Cnty. of San Diego*, No. D077548, 2021 WL 6050624, at *11 (Cal. Ct. App. Dec. 21, 2021).)

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measures to sequester GHG emissions or offset the Project emissions, such as a conservation easement or restoration to preserve and rehabilitate the wetland and riparian habitat, and therefore sequester carbon emissions (*See Save the Hill Grp. v. City of Livermore* (2022) 76 Cal. App. 5th 1092, 1117.)¹⁰

B-29
cont.

Since there is no reason why CEQA-compliant offsets are infeasible, the analysis presented in the DEIR is not supported by substantial evidence. Accordingly, the City should require the Applicant to purchase offsets to the extent necessary to mitigate the Project's fair share of emissions. There are numerous offsets available for purchase that could negate the Project's significant GHG emissions, and the failure to identify offsets as a mitigation measure while at the same time concluding unavoidable impact is misleading and not supported by substantial evidence.

B-30

Conclusion

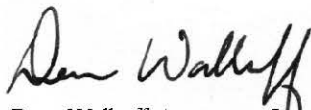
CEQA requires the City to mitigate all of the Project's significant GHG impacts to the fair share extent, because the City has concluded that the Project's GHG emissions will be significant and unavoidable. But the DEIR fails to require this, although there are feasible mitigation measures that should be considered, such as offsets or solar panels on site. The lead agency has not met its burden of showing that such measures are infeasible, and therefore the DEIR should be amended to reflect all feasible mitigation, as well as a reasonable range of project alternatives, to mitigate all the Project's "fair share" of GHG emissions.

B-31

Please put me on the interest list to receive updates about the progress of this project.

B-32

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

¹⁰Nahlík, A., Fennessy, M. Carbon storage in US wetlands. *Nat Commun* 7, 13835 at 2 (2016).
<https://doi.org/10.1038/ncomms13835>. <https://rdeu.be/cOjBW> ("Wetlands can accumulate large carbon stores, making them an important sink for atmospheric carbon dioxide and holding up to or, in some cases, even more than 40% soil carbon, which is substantially greater than the 0.5–2% carbon commonly found in agricultural soils").

10211 Sunland Blvd., Shadow Hills, CA 91040 (818) 650-0030 X101 dw@aenv.org

LETTER C



P: (626) 381-9248
F: (626) 389-5414
E: info@mitchsailaw.com

Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

July 30, 2023

Thomas Gorham, Principal Planner
City of Jurupa Valley Community Development Dept.
8930 Limonite Avenue
Jurupa Valley, CA 92509
Em: TGorham@JurupaValley.org

RE: The District at Jurupa Valley (MA21269) (SP21001) (SCH #: 2022040044)

Dear Thomas Gorham:

On behalf of the Southwest Regional Council of Carpenters (“**Southwest Carpenters**” or “**SWRCC**”), my Office is submitting these comments on the City of Jurupa Valley’s (“**City**” or “**Lead Agency**”) Draft Environmental Impact Report (“**DEIR**”) (SCII No. 2021030401) for the District at Jurupa Valley Project (MA21269) (SP21001) (SCH #: 2022040044) (“**Project**”).

C-1

SWMSRCC would like to express its support for this Project. After further reviewing this Project, SWMSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

C-2

Should the City have any questions or concerns, the City should feel free to contact my office.

Sincerely,

Stephanie Papayanis,
Attorneys for Southwest Regional
Council of Carpenters

2.4 Comments and Responses

COMMENT LETTER A

Matthew Taylor, Principal Planner
City of Riverside, Community Development Department, Planning Division
3900 Main Street, Riverside, CA 92522 Phone: (951) 826- 5944, mtaylor@riversideca.gov

This comment below was received in the form of a pdf letter attached to an email from Matthew Taylor sent on July 31, 2023.

Comment A-1

Dear Mr. Gorham: Thank you for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the District at Jurupa Valley Specific Plan project. The City of Riverside (City) understands that the proposed The District at Jurupa Valley project consists of a new specific plan (The District at Jurupa Valley Specific Plan) that would replace the Emerald Meadows Ranch Specific Plan and EIR that was approved by Riverside County in 2005. We also understand that the new specific plan will permit the development of up to 1,192 residential units; 3 million square feet of commercial and industrial land uses; a hotel with conference and hospitality area; and 7 acres of parks and open space.

Response to Comment A-1:

This is introduction information. Comment noted.

Comment A-2:

MM AQ-3: Vehicle Trip Reduction – TDM Requirements for Non-Residential Uses: Begins with “The Project Applicant shall consult with the local transit service provider” – Consultation is not an effective or adequate measure to reduce vehicle trip generation associated with the project. The actual reduction in vehicle trips generated by the act of “consultation” must be quantified. If this is not possible, the mitigation measure should be modified to require specific action on the part of the Project Applicant related to multimodal transit accessibility and/or readiness that can be shown to have a measurable effect on trip generation.

Response to Comment A-2:

The requirement for consulting with the local transit provider in Draft EIR MM AQ-3 is just one of the numerous Traffic Demand Management (TDM) measures. This particular measure is recommended by the California Department of Transportation (Caltrans) in their TDM Ordinance Guide (2009). Consulting with the transit service provider would facilitate the need to provide infrastructure to connect the Project with transit services (including installing bus turnouts, shelters, or bus stops at the site). This measure is not directly responsible for a reduction in vehicle trips or trip lengths; however, it would support the overall TDM plan required in MM AQ-3. The TDM plan required by MM AQ-3 also requires non-residential uses to include measures such as 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. The measures may be updated as new methods become available. The emissions

reductions from MM AQ-3 were quantified in CalEEMod 2022 using the methods, criteria, and formulas within the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emissions Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers (2021).

Comment A-3

MM TRANS-1: Transportation Demand Management Program – 1. Consultation with Riverside Transit Authority: The Project Application shall fund a study on behalf of RTA to determine whether adding bus service would be warranted – Evidence of compliance should be completion and publication of the study itself – not merely correspondence between the Applicant and the transit agency.

Response to Comment A-3

There is bus service to the project site on Rubidoux Boulevard at Frontage Road. Draft EIR Section 4.16.6 includes the Public Transit Impact Analysis that discusses the potential for future bus routes into and through the Project site. This analysis states that the Project is proposing additional bus stops in the Project site and would place those bus stops in locations approved by the Riverside Transit Authority as part of the site specific planning phases. The Commentor is citing to only a single portion of MM TRANS-1 and does not include the full text of that portion of the mitigation measure. MM TRANS-1, below in full, as written requires “correspondence from the transit agency regarding the need for installing bus turnouts, shelters or bus stops at the site.” The mitigation measure as written has definite and measurable compliance terms and no modifications are necessary.

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 of not less than 8.3 percent. This list may be updated as new methods become available.

Comment A-4:

The Commenter states that the Project Description does not state the total acreage within the Commercial Retail designation that will receive the Integrated Use Overlay, nor does it disclose what quantity of the anticipated 1.2 million square feet of development in the Commercial Retail designation is attributable to development within the Integrated Use Overlay.

Response to Comment A-4:

The Commercial Retail-Integrated Use designation is a General Plan overlay which will be applied to 52.4 acres of the Commercial Retail Use area, as shown on the revised Table 3.4-1 on page 3-1 and in the second paragraph text on page 3-9 within the Errata.

Comment A-5:

The commenter states that based on the intent and typical uses allowed within the CR – Integrated Use Overlay, this is describing primarily industrial land use with a strong orientation toward logistics and goods movement uses with a nominal amount of ancillary retail activity.

Response to Comment A-5:

Strictly by way of example, a furniture store such as Ashley, Living Spaces, Mathis Brothers, Ikea, etc. would meet the criteria and intent for inclusion within the CR – Integrated Use Overlay. These types of businesses are not considered “industrial” simply because their merchandise (i.e., larger furniture items) requires additional stockroom/warehousing area that is ancillary to the retail sale of furniture to customers, which often requires home delivery to local customers due to the nature of the items sold. This type of use is properly classified as commercial and is illustrative of the types of uses contemplated within the CR – Integrated Use Overlay.

In addition, as discussed more fully in response to Comment A-6, due in part to the way that the California Emissions Estimator Model (CalEEMod) operates, and the inputs required, the Draft EIR conservatively assumed that 900,000 square feet of the Overlay area could include industrial warehouse uses and modeled potential impacts based on that assumption. As a result, the Draft EIR conservatively did not assume commercial uses for the entirety of the Overlay. Because the Draft EIR already provided a conservative analysis, there is no need to revise the EIR to address the issue raised in the comment.

Comment A-6:

The commenter reiterates the breakdown of proposed uses within the Specific Plan area and claims that based on land use assumptions provided in the Traffic Impact Analysis, the Project involves an additional approximately 900,000 square feet of industrial land use activity outside of the Industrial land use designation – which must be assumed to be anticipated within the Retail - Integrated Use Overlay as none of the other proposed land use districts would permit these types of uses.

Response to Comment A-6:

Refer to Response A-5, above. The commenter accurately points out that the Traffic Impact Analysis includes 900,000 square foot of warehouse which would be part of an Commercial Retail - Integrated Use and is listed in Table 2A, Summary of Project Trip Generation Estimates-The District at Jurupa Valley-Phase 1, of the TIA under the Residential and Commercial Uses heading as "Furniture Warehousing". For purposes of the air quality analysis, the air quality report based emissions on the following Land Use Types identified in the California Emissions Estimator Model (CalEEMod):

Industrial-Unrefrigerated Warehouse-No Rail: = 2,250,000 SF.

Industrial-Refrigerated Warehouse-No Rail = 150,000 SF.

Total = 2,400,000 SF.

Of this total, up to 900,000 SF was conservatively modeled to analyze air emissions generated by retail with light manufacturing, assembly, warehouse and distribution uses as permitted by the Integrated Use Overlay on a portion of the Commercial Retail use area. CalEEMod does not have a specific land use category to describe a combination furniture store/warehouse use. Therefore, it was necessary to use a combination of Commercial-Home Improvement Superstore and Industrial-Unrefrigerated Warehouse-No Rail to accurately model the air emissions.

The Integrated Retail use would be permitted by the Specific Plan within the Commercial Retail Zone within the boundaries of the Overlay. The components would comprise a Commercial Integrated – retail uses, including the warehouse component, have been properly identified and analyzed in the Draft EIR. More specifically, the technical reports supporting the Draft EIR conservatively did not assume commercial uses for the entirety of the Overlay, and instead assumed and analyzed potential industrial warehouse uses on 900,000 square feet of the Overlay area. Because the Draft EIR already provided a conservative analysis, there is no need to revise the EIR to address the issue raised in the comment.

Comment A-7:

The commenter incorrectly states that based on Comments A-4 to A-6, the Draft EIR must be revised and recirculated to analyze the potential environmental impacts of 2.4 million square feet of industrial (logistics, goods movement, warehousing, etc.) development – not 1.5 million square feet of industrial and 1.2 million square feet of “commercial retail” development.

Response to Comment A-7:

Refer to Responses A-4 to A-6. Industrial - only uses are not proposed within the CR – Integrated Use Overlay. Total commercial development will not exceed the 1.2 million square feet as stated in the EIR, regardless of the overlay classification. The technical analyses within the Draft EIR accounted for the maximum possible development. The impact conclusions of the Draft EIR remain unchanged and represent a conservative, worst-case scenario. The maximum square footage and characteristics of all proposed land uses were accurately included within the Project Description. Therefore, providing clarification regarding the precise acreage intended for the Commercial Retail Integrated Use overlay does not trigger the need for recirculation.

Comment A-8:

The commenter states that the Draft EIR Project Description states that the Project involves four free-standing freeway-oriented billboard signs – three digital and one static. Figure 3.4-9, however, depicts three combination digital and static sign locations and one existing freestanding sign (type not specified). The Project Description, the corresponding Figure, or both should be revised to correct this discrepancy.

Response to Comment A-8:

Clarifying text has been added to the Errata, Page 3-12, last paragraph, under **Section 3.4.3, Signage and Monuments**.

Comment A-9:

The commenter states that the Project Description also does not indicate whether the proposed freeway signage will permit off-site advertising for hire or if it will be limited to on-site signage for tenant identification purposes. The Project Description should be revised to clarify and, if off-site advertising for hire is proposed, the EIR should address potential visual and aesthetic impacts of billboard signage in the appropriate sections of the EIR. Mitigation for potential impacts related to light pollution and traffic safety hazards that stem from digital billboard signage should be identified and applied as necessary. CalTrans should be listed as a Trustee/Responsible Agency and the required Landscaped Freeway Declassification and Outdoor Advertising Permit requests listed as required discretionary approvals for the Project.

Response to Comment A-9:

Signage is discussed in Section 3.9 of the Draft Specific Plan. As discussed at Section 3, page 26 of the Specific Plan, a Master Sign Program (MSP) will provide standards for freeway signs for both Project tenant identification (on-premises) and non-tenant off-premises advertising (billboards). Caltrans review will be required for any billboards located within 660 feet of Caltrans right-of-way. Freeway sign lighting is discussed at page 4.1-27 of the EIR as follows:

“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 500 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**.”

The preceding text in the Draft EIR mistakenly refers to Section 4.9.2 of the Specific Plan for the Lighting and Display Requirements; this is actually included within Section 4.10.1 (4) of the Specific Plan; this correction is reflected within the Errata of this Final EIR. For ease of reference, relevant text found at Section 4, page 51-52 of the Specific Plan is provided here:

4.10.1 General Design Requirements for Freestanding Freeway Signs

2. Each freestanding freeway sign must 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 500 feet of the sign), as exists on the date of building permit issuance.

4. Lighting and Display Requirements

- a. All freestanding freeway signs where determined applicable must comply with all applicable laws and regulations concerning brightness, including, without limitation, California Vehicle Code Section 21466.5, and as amended.
- b. Signs shall establish a maximum foot-candle over ambient light levels as determined appropriate by the Community Development Director to confirm compliance with 4a above.
- c. The display brightness shall be controlled by a photocell or light sensor that adjusts the brightness to the required level based on ambient light conditions without the need for human input. Use of other brightness adjustment methods, such as timer- or calendar-based systems, shall only be used as a backup system.
- d. The display shall be factory-certified as capable of complying with the above brightness standards. Such certification shall be provided to the satisfaction of the Director of the Planning and Building Agency, or his/her designee.
- e. The sign owner shall provide to the City, upon request, certification by or compensation for an independent contractor to verify that the brightness levels of the digital billboard follow industry standards.
- f. All signs shall be equipped with a control system that, in the event of a display or control malfunction, "freezes" the display on either a single, unchanging message, or a blank screen. An emergency shutoff switch shall be provided.
- g. Any sign area not comprising the digital display panel is prohibited, except for identification of the "City of Jurupa Valley" as determined by the Master Sign Program. This area includes, but is not limited to, static sign area, appendages, cutout letters, and figures. A frame surrounding the display panel up to twelve (12) inches in width shall be permitted; it shall not contain any sign copy or graphics and shall not count toward the sign area.
- h. Where screen transitions are used, such transitions shall not give the appearance of moving text or images. The sign copy shall not use flashing, intermittent or moving lights or produce the optical illusion of movement or use animation.
- i. Each sign copy shall be displayed for a minimum of four (4) seconds. The still images may not move or present the appearance of motion and may not use flashing, scintillating, blinking, or traveling lights or any other means not providing constant illumination.

Transition or blank screen time between one (1) still image and the next may not exceed one (1) second.

- j. Signage shall have dimming capabilities during flex alert to cut back or shift electricity during peak hours.

6. Prohibited Features

Freeway oriented billboards shall not contain any of the following features:

- a. Moving parts.
- b. Lights that flash, shimmer, glitter or give the appearance of flashing, shimmering or glittering. Exceptions to this restriction include time, temperature and smog index units.
- c. Walls or screens at the base of the sign which create a hazard to public safety or provide an attractive nuisance.
- d. Copy which simulates any traffic sign in a manner which confuses the public.
- e. Devices which emit audible sound, or odor or particulate matter.

CalTrans is already listed as a responsible and trustee agency in the Draft EIR on page 2-9 in Table 2.6-1 as *“Responsible for issuance of encroachment permits if required”*. The words “and Outdoor Advertising Permit” were added to the right column.

Commenter’s request to list CalTrans as a Trustee/Responsible Agency and to include an Outdoor Advertising Permit as a required discretionary approval for the Project has been incorporated into the Errata of this Final EIR (page 3-23, Table 3.6-1). Appendix FEIR-8 includes a freeway sign classification exhibit for illustration. On January 18, 2023, Caltrans approved a declassification of the Landscaped Freeway designation for the relevant segment of the Route 60 Freeway. A copy of the approval letter and a map of the declassified segment are included in the Errata as Appendix D24 (included in Appendix FEIR-9).

Comment A-10:

Commenter expresses concern that views of the Project site may be negatively impacted as seen from higher elevations along the hiking trail that ascends the northern face of Mount Rubidoux, and requests that the Draft EIR evaluate how views onto the Project site from higher elevations on the Mount Rubidoux hiking trail could be impacted by development of buildings up to 75 feet in height in this area. The commenter states that photo simulations, cross-sections and other simulated, schematic, or diagrammatic illustrations of areas affected by this scale of development should be provided to substantiate these conclusions. Appropriate mitigation measures, up to and including limitations of allowed building height, should be applied as necessary.

Response to Comment A-10:

Mount Rubidoux is located approximately one mile to the east of the Project site. From this distance, and particularly at higher elevations as suggested by the commenter, the proposed Project buildings would not obstruct views from this vantage point. The mere fact that Project buildings may be visible

from higher elevations on the Mount Rubidoux hiking trail would not result in a potentially significant impact under CEQA under the applicable thresholds of significance, as the Project site itself is not considered a scenic vista. (See Draft EIR at 4.1-7 to 4.1-10). Photo simulations and additional renderings are not warranted; “CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors.” (CEQA Guidelines § 15204). No further response is necessary.

Comment A-11:

The commenter claims that the Draft EIR does not address whether the Master Sign Program 1) includes off-site advertising for hire (i.e., billboards); 2) whether such billboards will require Declassification of a Classified Landscaped Freeway by CalTrans; and 3) whether such billboards will further require, and would comply with the specific regulations for, an Outdoor Advertising Permit from CalTrans (California Business and Professions Code Sections 5200-5486 and California Code of Regulations Sections 2240-2519). The Draft EIR should be revised to address compliance with these State regulations as they apply to the Project and its proposed freeway signage. Appropriate mitigation measures should be identified and applied as necessary.

Response to Comment A-11:

Refer to Response A-9.

Comment A-12:

The commenter expresses concern that with regard to Draft EIR Section 4.17 (Cumulative Impacts), buildings constructed within the Project area may potentially obstruct views of Mount Rubidoux from within the Project site, from State Route 60, and from other adjacent areas. The Draft EIR should be revised to address these potential impacts or provide substantial evidence to the contrary.

Response to Comment A-12:

The individual, Project-level impact to views of Mt. Rubidoux was found to be less than significant based on the analysis contained at Draft EIR page 4.1-10. Therefore, the Draft EIR properly concluded that the Project, in conjunction with other planned or approved projects, would not have cumulatively considerable impacts on scenic vistas.

Comment A-13:

The City of Riverside’s comment letter was provided April 29, 2022, not April 29, 2023 as stated in the Draft EIR.

Response to Comment A-13:

This correction has been made within the Errata of this FEIR page 4.2-8.

Comment A-14:

The commenter reiterates its assertion that the quantity of industrial land uses described in the Air Quality Analysis disagrees with the summary of land uses provided in Chapter 3.0 (Project Description). The EIR should be revised to accurately describe and analyze the potential

environmental impacts of the total quantity of industrial land uses contemplated as part of the Project

Response to Comment A-14:

Refer to Responses A-4 to A-7.

Comment A-15

Project Design Feature 4.2-10 – LEED Buildings. This Project Design Feature does not specify which level of LEED Certification buildings constructed within the Project will be required to attain; as such, it is ineffective as a Project Design Feature in that it lacks the necessary specificity to quantify the anticipated reduction in any environmental impact.

Response to Comment A-15

The Industrial building on the Project will be designed to meet an equivalent of LEED® Certification level which requires 40-49 points. Text in PDF 4.2-10 on pages 4.2-21 and in the MMRP Table (Table 11.0-1) on the top of page 11-10 were modified for clarification to now read:

“PDF 4.2-10 LEED Buildings. The Project will be designed to demonstrate equivalency with the LEED green building standards as “certified” for the industrial buildings.”

Comment A-16:

MM AQ-3 – Vehicle Trip Reduction – TDM Requirements for Non-Residential Uses begins with “The Project Applicant shall consult with the local transit service provider” – consultation does nothing to mitigate vehicle trip generation associated with the project. The actual reduction in vehicle trips, and concomitant reductions in air quality pollutants, generated by the act of “consultation” must be quantified. If this is not possible, the mitigation measure should be modified to require specific action on the part of the Project Applicant related to multimodal transit accessibility and/or readiness that can be shown to have a measurable effect on trip generation and air quality impacts.

Response to Comment A-16:

Refer to Response A-2.

Comment A-17:

The commenter expresses concern that nighttime lighting related to the proposed freestanding digital billboard signage nearest to the Santa Ana River might have a detrimental impact to sensitive species or habitat that could require mitigation either during construction or operation of the Project and that the Project Design Feature which states that “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,” is not substantiated. The commenter states that potential impact of nighttime lighting emanating from the digital billboard proposed for this location on sensitive species and habitat must be evaluated and reduced to the extent feasible through changes to the Project design, up to and including the relocation of this proposed digital billboard sign, or adequately mitigated.

Response to Comment A-17:

Section 4.10.1 of Specific Plan provides for general design requirements for the freestanding freeway signs. These include the following:

4a. All freestanding freeway signs where determined applicable must comply with all applicable laws and regulations concerning brightness, including, without limitation, California Vehicle Code Section 21466.5, and as amended.

4b. Signs shall establish a maximum foot-candle over ambient light levels as determined appropriate by the Community Development Director to confirm compliance with 4a above.

A lighting study will be required to be completed as part of the final Project approvals and will address the compliance with all applicable laws and regulations, which include the requirement to protect the biological integrity of the MSHCP conserved lands as detailed in Section 4.3, Biological Resources, 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 which states: "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.

Implementation of these requirements, which will be applied to the digital billboards as applicable and verified by a study and coordination with City staff prior to the issuance of building permits will ensure that the digital billboards, especially the easternmost sign located closest to the Santa Ana River, will not significantly impact sensitive species and habitats within the conserved lands.

Comment A-18:

The commenter states that the proposed digital billboard sign located adjacent to the Santa Ana River will be up to 65 feet in height, which clearly exceeds the limitations prescribed by the Municipal Code. The EIR does not address how potential impacts related to an illuminated sign in this location will be adequately mitigated or reduced through compliance with the Municipal Code. Additional mitigation measures, up to and including relocation of this proposed digital billboard sign, should be identified, and applied.

Response to Comment A-18:

As stated in Section 3.9 of the Specific Plan: "The regulating signage document for the Specific Plan will be a Master Sign Program (MSP). Project level signage will require a site-specific Sign Plan in

conformance with the MSP and in accordance with Sections 3.8, 4.8 and 5.5.4 of the Specific Plan. In the event of conflict between the Jurupa Valley Municipal Code and the Specific Plan, the Specific Plan shall prevail.” (Emphasis added). The MSP required per the Specific Plan will regulate lighting and require that each freestanding freeway sign must 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 on residential uses. In addition, the MSP has established lighting and display requirements such as (a) Lighting and Display Requirements: All freestanding freeway signs where determined applicable must comply with all applicable laws and regulations concerning brightness, including, without limitation, California Vehicle Code Section 21466.5, and as amended, (b) Signs shall establish a maximum foot-candle over ambient light levels as determined appropriate by the Community Development Director to confirm compliance with 4a above, (c) The display brightness shall be controlled by a photocell or light sensor that adjusts the brightness to the required level based on ambient light conditions without the need for human input. Use of other brightness adjustment methods, such as timer- or calendar-based systems, shall only be used as a backup system, (d) The display shall be factory-certified as capable of complying with the above brightness standards. Such certification shall be provided to the satisfaction of the Director of the Planning and Building Agency, or his/her designee, and (h) Where screen transitions are used, such transitions shall not give the appearance of moving text or images. The sign copy shall not use flashing, intermittent or moving lights or produce the optical illusion of movement or use animation. Establishment of the above Lighting and Display requirements will ensure that any proposed Digital Billboards will be compliant with all regulatory code provisions in place. Refer also to Responses A-9 and A-17; no further response or mitigation measures are required.

Comment A-19:

Table 4.7-5, Goal 6: Support healthy and equitable communities. The analysis provided in the Draft EIR does not substantiate how or why the Project is consistent with the Goal of the SCAG RTP-SCS. Discussion is limited to how the Project does not violate localized thresholds for criteria pollutants but goes no further to discuss how the project supports healthy and equitable communities. The Draft EIR should be revised to include additional analysis as to whether and, if so, how the project is consistent with this Goal.

Response to Comment A-19:

The discussion of consistency with SCAG RTP/SCS Goal 6 is focused on the Project’s potential to affect healthy and equitable communities. As discussed in the Draft EIR, the Project would not generate emissions that would negatively affect healthy and equitable communities because the Project does not exceed health-related localized air quality thresholds.

The way a community is designed impacts the likelihood that a person will bike or walk to school, work, or local shops; have access to healthy food or parks; and breathe air that is free of pollutants. The project includes 11.1 acres of 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 Project’s circulation plan includes street, pedestrian, and bicycle facility improvements that would allow easy access to the other proposed mixed-uses. The Project incorporates community serving pedestrian and bicycle pathways through a multi-use trail and sidewalks along A and B Streets. The Project proposes healthy communities’ components including pedestrian paths and bicycle trails.

Furthermore, the Project would implement mitigation measures that include, but are not limited to, **MM AQ-3** which requires implementation of a TDM program to reduce single occupant vehicle trips and encourage public transit. These measures support reductions in mobile emissions and more equitable transportation options.

Comment A-20:

The commenter states that the Project proposes demolition of existing housing units and as such, the Draft EIR should address applicable California statutes related to preservation and replacement of existing housing units pursuant to Senate Bills 330 and 8 (Housing Crisis Act of 2019). Specifically, projects that propose to remove existing housing units are obligated to identify whether any of the units proposed for removal are Protected Units pursuant to the Statute and, if so, provide an accounting of the Households Income Level and plans for replacement of the removed housing units at the same income level.

Response to Comment A-20:

This comment is inapplicable; the homeowners of the single-family residences proposed for demolition voluntarily negotiated the sale of their properties and are therefore able to purchase replacement housing elsewhere. As discussed in the EIR, the City's Regional Housing Needs Allocation (RHNA) 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. The City has further established incentives and standards to encourage the development of affordable housing in its 2021-2029 Housing Element. No further response is necessary.

Comment A-21:

The commenter reiterates its concern that the Draft EIR should evaluate whether the units proposed for demolition are occupied by lower-income households and, if so, propose a plan to replace the demolished units with units that are affordable to households with the same income level as the eliminated units.

Response to Comment A-21:

Refer to Response A-20.

Comment A-22:

The Draft EIR states the following:

"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."

Response to Comment A-22:

The trail network is described in the Specific Plan, Section 2.6.4, Trail Network. As described, the Specific Plan will provide multi-use pedestrian trails and bike paths/lanes as a means of connecting residents, visitors, 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 proposed Project will facilitate trail travel between the District of Jurupa Valley and Riverside with a network of trails through a combination of multi-use trail (Class I), pedestrian walkways and bike routes. A Class III bike route will be improved along Crestmore Road that will provide connection from Mission Boulevard to 34th Street and to the proposed Class I multi-use trail that will run through the Project, ultimately connecting with existing Hall Avenue.

As detailed in Section 4.16, Transportation, the Mission Boulevard Bridge Replacement project identifies the improvement and continuation of Santa Ana River trail along the east side of Santa Ana River (City of Riverside). The County of Riverside, in cooperation with the Cities of Riverside and Jurupa Valley, is planned to replace the existing Mission Boulevard Bridge over the Santa Ana River. The proposed project will accommodate two 12-foot lanes, two 14-foot lanes, two 8-foot shoulders, and a 4-foot median. A 12-foot 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. Construction of the Mission Boulevard Bridge Replacement is estimated to start Winter of 2023, with completion in Winter of 2026.

Comment A-23:

Consistency with the City of Riverside's Trails Master Plan *is not substantively discussed or addressed in Section 4.15 (Recreation). The Draft EIR should be revised to address this comment.*

Response to Comment A-23:

As noted in Response to A-22, the proposed Project facilitates trail travel between the District of Jurupa Valley and Riverside. A Class III bike route will be improved along Crestmore Road that will provide connection from Mission Boulevard to 34th Street and to the proposed Class I multi-use trail that will run through the Project. By way of Crestmore Road, pedestrians and bicyclists are connected to the Santa Ana River Trail. The City of Riverside currently accommodates a multiuse trail along the east side of Santa Ana River and extends north and south from Mission Boulevard.

Comment A-24:

Connections to local, County-adjacent trail systems *is not substantively discussed or addressed in Section 4.15 (Recreation). The Draft EIR should be revised to address this comment.*

Response to Comment A-24:

As noted in Response to A-22, the proposed Project facilitates trail travel between the District of Jurupa Valley and Riverside. A Class III bike route will be improved along Crestmore Road that will provide connection from Mission Boulevard to 34th Street and to the proposed Class I multi-use trail that will run through the Project. The proposed trail system would provide connections to the County trail networks as described in Response to A-22. With regard to the local trail network, the Project would provide an extension of existing trails and pathway from Mission Boulevard, and Rancho Jurupa Park.

Comment A-25:

Section 4.16.1 (Existing Conditions) does not substantively discuss or address how the project will or will not facilitate trail travel between the Project and the City of Riverside, nor does it address how the Project will or will not interface with the Mission Boulevard Bridge Replacement project. The Draft EIR should be revised to address this comment.

Response to Comment A-25:

As noted in Response to A-22, the proposed Project facilitates trail travel between the District of Jurupa Valley and Riverside. A Class III bike route will be improved along Crestmore Road that will provide connection from Mission Boulevard to 34th Street and to the proposed Class I multi-use trail that will run through the Project. By way of Crestmore Road, pedestrians and bicyclists are connected to the Santa Ana River Trail. The Mission Boulevard Bridge Replacement was designed and funded in advance of the Project. Construction of the Mission Boulevard Bridge Replacement is estimated to start Winter of 2023, with completion in Winter of 2026.

Comment A-26:

With regard to Alternative 4 (Reduced Industrial Uses Alternative), the commenter states that the description of “storage” uses is not specific enough to facilitate an adequate comparison between what the Project proposes and what this Alternative would provide. Further to this point, the Draft EIR states that “industrial use in the Specific Plan was used to calculate proportion for storage in this alternative.” This suggests that, despite the Draft EIR’s claim that “long-term commercial or industrial storage that would involve far fewer truck trips than, for example, fulfillment center use,” the land use evaluated in this Alternative is still industrial in nature and should be evaluated as such; alternatively, the Draft EIR should be revised to analyze a project alternative that does not actually involve any industrial land uses as the name of this Alternative suggests it attempts to do. The Draft EIR further does not substantiate how or why “long-term commercial or industrial storage would involve far fewer truck trips” than other industrial land uses described in the Draft EIR.

Response to Comment A-26:

The type of long-term commercial or industrial storage contemplated by this alternative would include self-storage, including boat, RV and/or heavy equipment storage. These examples have been included within the Errata of this Final EIR for clarification (page 5-29). The Draft EIR accurately states that these uses would involve far fewer truck trips, as storage facilities are typically accessed by passenger vehicles and light-duty trucks rather than heavy trucks. Therefore, characterizing this alternative as including “reduced” industrial uses is accurate, as storage uses are less intense than other types of industrial development. Alternative 5 (No Commercial and Industrial Uses Alternative) does not include any industrial uses. (Draft EIR at 5-37). No further response is necessary.

Comment A-27:

The commenter states that Alternative 4 does not legitimately exclude industrial uses, but Table 5.7-3 (Trip Generation Estimate – Reduced Industrial Uses Alternative) still includes one million square feet of industrial warehouse uses. The comment also states that the analysis may overestimate the trip generation, and, by extension, potential greenhouse gas emissions impacts of an Alternative to the Project that genuinely excludes industrial uses.

Response to Comment A-27:

As explained in Draft EIR Section 5.7 (page 5-29), Alternative 4 is a reduced industrial uses alternative and would not eliminate warehouses. The 900,000 square feet of warehouse under Regional Commercial in Table 5.7-3 is representative of a furniture warehouse, which would be retained in the alternative. Therefore, the comment incorrectly indicates that this analysis may overestimate trip generation and associated greenhouse gas emissions impacts. Also, refer to Response A-26 regarding the type of storage in this alternative.

Comment A-28:

The commenter reiterates that the Draft EIR should be revised to include an alternative that does not include any industrial land uses, whether or not those uses are located within the Commercial land use designation with the Integrated Use Overlay or not, and the corresponding analysis should be revised to provide a true comparison between the proposed Project and an alternative that does not include any industrial land uses, be they warehousing, logistics, manufacturing, or any other type of industrial use.

Response to Comment A-28:

Refer to Response A-26. Alternative 5 (No Commercial and Industrial Uses Alternative) does not include any industrial uses. (Draft EIR at 5-37). No further response is necessary.

Comment A-29:

The focused traffic analysis memo indicates that “This memo augments the original District at Jurupa Valley Traffic Impact Analysis (TIA) completed by Kimley-Horn dated July 2022.” However, it appears that the City of Riverside PW Traffic Division has not received the original TIA for review. Considering project’s vicinity from the Mission Inn Boulevard, the Traffic Engineering Division would like to review and comment on the TIA.

Response to Comment A-29:

The focused traffic analysis memo was included and circulated as part of the Notice of Preparation circulated March 31, 2022.

Comment A-30:

The focused traffic analysis does not include the roadway segment of Mission Inn and intersections located in the City of Riverside(i.e., Mt Rubidoux Drive at Mission Inn Boulevard.) Please add a roadway volume to capacity ratio analysis for all traffic scenarios along Mission Inn Boulevard between Crestmore Road and Redwood Drive.

Response to Comment A-30:

Roadway segment analysis is not required for transportation impacts per CEQA Guidelines Section CEQA 15064.3, which pertains to Vehicle Miles Traveled (VMT) and accessibility for transit, bicycle, and pedestrian modes of travel. However, for informational purposes, the intersection analysis (LOS) was determined to be adequate for the analysis of local circulation.

Comment A-31:

Please also include the intersection of Mission Inn Boulevard and Redwood Drive as one of the study area intersections in the traffic study.

Response to Comment A-31:

At the commenter's request, additional analysis was completed for this intersection, which indicates that with the Project and the addition of a growth factor and cumulative projects, additional delay would occur above the City's threshold of two seconds. Level of Service (LOS) would remain LOS E (refer to the Supplemental Letter Memorandum included within the RTC FEIR as Appendix FEIR-10). This additional analysis and Supplemental Letter Memorandum are for informational purposes only and do not change the text or mitigation in the Draft EIR nor do they change the results of the Draft EIR.

Consistent with the 2018 CEQA Guidelines update and Senate Bill 743, vehicle miles traveled replaced LOS for purposes of determining significance under CEQA. Therefore, impacts to intersection LOS delay no longer constitute a significant transportation impact under CEQA. The City of Riverside 2025 General Plan Map (Figure CCM-4) does not depict Redwood Drive, as it is not designated as an arterial. Therefore, City of Riverside General Plan Policy CCM-2.3 does not apply to Redwood Drive as a local street:

Policy CCM-2.3: Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis. (Emphasis added).

Even as to Mission Inn Avenue (which is classified as an arterial), the language of Policy CCM-2.3 is not mandatory, as it simply encourages that this LOS be achieved "wherever possible". Furthermore, City of Riverside General Plan Policy CCM-2.2 recognizes that short-term delays at peak hours may be tolerated when balanced with other considerations:

Policy CCM-2.2: Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak-flow hours.

This policy was likely due to the conclusions of the City of Riverside 2025 General Plan EIR (certified in 2007, prior to SB 743 and the 2018 update to the CEQA Guidelines), which acknowledged significant and unavoidable City-wide transportation impacts related to the following thresholds: increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; and exceedance, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (see City of Riverside General Plan EIR at pages 5.15-24 to 5.15-36; 5.15-41).

Reasoning for these significant and unavoidable impact conclusions included the fact that “the City will experience a higher rate of growth in travel than the southern California region as a whole, which reflects the fact that portions of the City are still growing more rapidly than the rate at which the remaining region is developing” and that “[the] comparison between existing and proposed Project traffic indicate an increase in traffic which is substantial, at least 50 percent, in relation to the existing traffic load” (Id. at 5.15-24 to -25).

Therefore, even if the additional delay at the Mission Inn Boulevard/Redwood Drive intersection constituted a significant impact under CEQA (which it does not), any such impact would have already been accounted for and disclosed within the City of Riverside’s General Plan EIR. The overall LOS will remain unchanged. No new impacts under CEQA have been identified for the Project, and recirculation of the Draft EIR is not required simply due to the fact that the requested intersection analysis has been provided for informational purposes.

Even if a general plan contains an LOS standard and a project is found to exceed that standard, that conflict should not be analyzed under CEQA. CEQA is focused on planning conflicts that lead to environmental impacts. Auto delay, on its own, is no longer an environmental impact under CEQA. (See Pub. Resources Code § 21099(b)(2).) However, this impact will be addressed with a condition of approval imposed by the City of Jurupa Valley, as discussed in the Supplemental Letter Memorandum.

Comment A-32:

The trip distribution for residential and retail components only shows 5% and 2% traffic routed through Mission Inn Boulevard which seems unreasonable considering the Mission Bridge Project which will improve traffic circulation.

Response to Comment A-32:

As stated in Response A-30, trip distribution for purposes of Level of Service (LOS) analysis is not required under CEQA. However, for informational purposes, with the Project’s proximity to SR-60, Project trips are anticipated to utilize the freeway, as it relates to the residential and regional retail. Local retail is anticipated to attract a small percentage trips from Riverside, which is approximately 5%.

Comment A-33:

The Truck Circulation Plan shows that the trucks will not utilize Mission Inn Avenue/Mission Boulevard. However, the study does not address which measures will be implemented to restrict heavy vehicle traffic on Mission Inn Avenue/Mission Boulevard towards the City of Riverside. The City of Jurupa Valley should implement heavy vehicle restrictions to limit heavy vehicle traffic on Mission Inn Avenue/Mission Boulevard towards the City of Riverside.

Response to Comment A-33:

Section 2.6.3, *Truck Circulation*, of the Specific Plan describes the traffic control measures to direct trucks. Street designs will be implemented to discourage trucks from entering or traveling through the Residential Land Use Area or on existing 34th Street (which connects to Mission Boulevard). Traffic calming devices will also be incorporate and include the following:

- A gateway treatment at A Street along Rubidoux Avenue, which should have 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 direct truck traffic to commercial corridors, promote lower speeds adjacent to the Residential Land Use Areas and provide a means to improve pedestrian and vehicular safety.

COMMENT LETTER B

Dean Wallraff, Attorney at Law, Executive Director,
Advocates for the Environment
10211 Sunland Blvd., Shadow Hills, CA 91040,
(818) 650-0030 X101, dw@aenv.org

This comment below was received in the form of a pdf letter attached to an email from Dean Wallraff, sent on July 31, 2023:

Comment B-1:

The commenter provides background information about Advocates for the Environment.

Response to Comment B-1:

The comment provides introductory statements and does not include any specific comments on the Draft EIR. The City acknowledges the comment as an introduction to comments that follow. No further response is required or necessary.

Comment B-2:

The commenter states their understanding of the proposed Project and the Project location.

Response to Comment B-2:

This comment does not present substantive comment on the Draft EIR's analysis and no revisions to the Draft EIR are required in response to this general comment.

Comment B-3:

The comment is a heading generally stating the commenter's opinion that the City should require the Project to be net-zero.

Response to Comment B-3:

Refer to Response B-4.

Comment B-4:

The commenter states that because there is a California state policy requiring the state to be net zero by 2045, it makes no sense to construct new buildings that are not net zero.

Response to Comment B-4:

It appears that the commenter is referring to the California Air Resources Board (CARB) 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The commenter has provided no specific data to support the statement that the buildings (both residential and non-

residential) will not be built in compliance with the 2022 Scoping Plan. Appendix D of the 2022 Scoping Plan provides a framework for local jurisdictions to determine consistency with the Plan. As discussed in Section 4.7, Greenhouse Gas Emissions, the Project implements several features that contribute to meeting the goals of Assembly Bill 1279, including but not limited to, providing EV charging infrastructure; is located on an infill site that is surrounded by existing urban uses that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer); does not result in the loss or conversion of natural and working lands; provides transit-supportive densities (minimum of 20 residential dwelling units per acre); and is in proximity to existing transit stops (within a half mile). (Also refer to Response B-5).

A Greenhouse Gas Emissions Technical Report prepared by Kimley Horn evaluated that Project impact significance was determined by comparing project design and sustainability features to priority GHG reduction strategies outlined in the 2022 California Air Resources Board Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), adopted for achieving statewide emissions reduction goals outlined in Assembly Bill (AB) 1279, and local plans to achieve GHG targets. Specifically, the project is compared 2022 Scoping Plan Appendix D, Local Actions, and vehicle miles traveled (VMT) goals. The 2022 CARB Scoping Plan identifies three priority areas that local jurisdictions should prioritize when creating a CAP and implementing sustainability measures associated with projects.

The three priority areas are: 1. Transportation Electrification 2. VMT Reduction and 3. Building Decarbonization.

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 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).

The city has not adopted a net zero threshold for land development projects where the vast majority of operational GHG emissions result from mobile-source emissions. As discussed in Response to Comment B-16, it is not currently feasible to entirely mitigate the Project's mobile-source emissions due to current jurisdictional and technological constraints. Nonetheless, the City is still requiring all feasible mitigation measures to reduce the Project's GHG emissions to the maximum extent practicable and anticipates that the Project's GHG emissions will reduce over time as more stringent regulations come into effect and technology improves and becomes more widespread.

Comment B-5:

The commenter refers to two unrelated development projects which voluntarily chose to be “net-zero”, and refers to text in the 2017 CARB Scoping Plan that indicates that no net additional increase in GHG emissions is an appropriate overall objective.

Response to Comment B-5:

With regard to the projects referenced by the commenter, the 2022 CARB Scoping Plan notes that “...the Newhall and Tejon Ranch projects do not necessarily represent the type of development that California most needs to simultaneously tackle the housing and climate crises...”. The 2022 CARB Scoping Plan notes that a number of key State actions should be accounted for in local target-setting, including zero-emission light-duty vehicles (relevant to transportation electrification); smart growth/VMT reduction (relevant to vehicle miles traveled reduction); and new and existing residential and commercial buildings (relevant to building decarbonization).¹ The Scoping Plan cautions using net-zero targets and specifically notes that jurisdictions considering a net-zero target should carefully consider the implications it may have on emissions in neighboring communities and beyond. Appendix D page 18 of the Scoping Plan states the following:

Jurisdictions should also avoid creating targets that are impossible to meet as a basis to determine significance. For example, a net-zero target may imply that the GHG emissions of any project that are not reduced or offset to zero would be considered potentially significant. This may lead to undue burdens and frustrate project approval processes, which may be particularly problematic for residential development in climate-smart, infill areas. In addition, some jurisdictions have more land capacity to remove and store carbon, while others host GHG-emitting facilities that serve necessary functions and will take time to transition to new technology (e.g., municipal wastewater treatment plants, landfills, energy generation facilities).

Local governments have the discretion to adopt targets that apply to their jurisdictions as long as those targets are supported by substantial evidence.²

¹ California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality, Appendix D: Local Actions*, Page 15, November 2022.

² Cal. Code Regs., tit. 14, § 15183.5.

Draft EIR page 4.7-24 through page 4.7-28 discusses the Project's consistency with CARB's 2022 Scoping Plan. As discussed in the Draft EIR, the Project would provide EV Charging infrastructure that would exceed building code requirements (**MM GHG-2**) to facilitate transportation electrification; reduce VMT by providing high density residential development with a mix of uses and surrounded by existing development and requiring a Transportation Demand Management (TDM) plan (**MM AQ-3**); and facilitate building decarbonization by requiring energy efficient buildings exceeding building code standards (**MM AQ-5**) and prohibiting the use of natural gas in residential structures (**MM AQ-13**).

As described above and in the Draft EIR, Project mitigation includes 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 to minimize GHG emissions and ensure consistency with the State GHG reduction goals outlined in the CARB Scoping Plan.

The Project would be directly affected by the outcomes of existing regulations to reduce vehicle and energy emissions (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).

Comment B-6:

The commenter reiterates its position that the Project should be net-zero.

Response to Comment B-6:

Refer to Response to Comment B-4.

Comment B-7:

The comment is a heading generally stating the commenter's opinion that the Project's GHG impacts must be fully mitigated.

Response to Comment B-7:

See below for responses to specific comments.

Comment B-8:

The comment discusses the Project-related GHG emissions and mitigation measures presented in the Draft EIR, and generally states that there are other readily available mitigation measures to further reduce the Project's GHG emissions.

Response to Comment B-8:

The Draft EIR requires the implementation of all feasible and enforceable mitigation measures designed to reduce the Project's GHG emissions. The comment generally indicates other mitigation measures are available. See below for responses to specific comments.

Comment B-9:

The commenter attempts to quantify the Project's lifetime GHG emissions as a basis for suggesting that additional mitigation is warranted.

Response to Comment B-9:

The comment incorrectly applies an estimate for warehouse lifetime to the entire project. Warehousing is just one component of the Project, which also includes residential, retail, hotel, and business park. Additionally, according to State CEQA Guidelines Section 15126.4(a), mitigation measures must be feasible, roughly proportional, not inappropriately deferred, capable of being monitored or reported, fully enforceable, and based on substantial evidence. They must also have a nexus to a legitimate governmental interest. Commenter does not suggest any such additional mitigation measures meeting this criteria that have not already been included for the Project.

Comment B-10:

The comment is a heading generally stating the commenter's opinion that the EIR identifies ineffective and insufficient mitigation.

Response to Comment B-10:

Refer to Response B-11.

Comment B-11:

The commenter claims that MM AQ-133 (sic) is vague and unenforceable.

Response to Comment B-11:

It is assumed that the commenter is referring to **MM AQ-13**, which specifically prohibits the use of natural gas in residential development and enforcement and verification is tied to building permits. The building permit application process requires the submittal of plans for City review. As required by **MM AQ-13**, the City Building Department would confirm that plans do not show natural gas connections for residential development before permits can be issued. This measure is verified by the City through the Mitigation Monitoring and Reporting Program and enforced through the development review and building inspection process. The comment does not provide any evidence that **MM AQ-13** is vague and unenforceable.

Comment B-12:

The comment generally indicates that some of the GHG mitigation measures only apply to air quality and would not reduce GHG emissions.

Response to Comment B-12:

The comment does not identify a specific mitigation measure. See below for responses to specific comments.

Comment B-13:

The comment incorrectly states that **MM GHG-5** is not likely to have a large impact of GHG emissions (sic).

Response to Comment B-13:

Presumably, commenter intended to state that MM GHG-5 would not have a large impact on GHG emissions. However, using all electric landscape equipment will progressively lower the Project's carbon footprint as California increasingly obtains its electricity from renewable sources.

Comment B-14:

The comment is a heading generally stating the commenter's opinion that the infeasibility finding lacks substantial evidence.

Response to Comment B-14:

Refer to Response B-16.

Comment B-15:

The comment makes a general statement that there are other readily available mitigation measures to further reduce the Project's GHG emissions. This comment is an introduction to comments that follow.

Response to Comment B-15:

Refer to Response B-16.

Comment B-16:

The commenter provides examples of additional mitigation measures it claims to be feasible.

Response to Comment B-16:

The best available emissions control technology suggested in the comment include requiring fleets to use alternative fuel types, limiting the use of heavy duty-diesel trucks, requiring the use of non-diesel fuels, and requiring the use of zero-emission commercial vehicles. The suggested measures are directed at reducing vehicle emissions. The Draft EIR includes numerous mitigation measure to reduce vehicle emissions. For example, **MM AQ-3** through **MM AQ-13** would be implemented to reduce operational emissions to the greatest amount feasible. **MM AQ-3** incorporates implementation of a Transportation Demand Management (TDM) program, **MM AQ-4** prohibits the use of natural gas and wood burning fireplaces, and **MM AQ-5** requires the use of electric landscape equipment. However, even with mitigation, operational emissions would remain above the SCAQMD's thresholds for ROG, NO_x, and CO. In addition, **MM AQ-6** through **MM AQ-12** are related to warehouse operations. **MM AQ-6** requires the buildings' electrical room to 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 and supply power to trailers with transport refrigeration units (TRUs) during the loading/unloading of refrigerated goods. **MM AQ-7** requires all TRUs entering the Project site to be plug-in capable. **MM AQ-8** requires that all truck access gates and loading docks within the Project site shall have a sign posted that requires the driver to turn off

their engines when not in use. **MM AQ-9** requires that vendor trucks for the industrial buildings include energy efficiency improvement features through the Carl Moyer Program. **MM AQ-10** requires residential, commercial, and industrial buildings to provide electric vehicle (passenger car) charging stations and a minimum of 12 percent carpool parking spaces at each building. **MM AQ-11** requires all outdoor cargo handling equipment shall be zero emission/powered by electricity and standard emergency generators to be Tier 4 certified. **MM AQ-12** requires industrial tenants to comply with the SCAQMD Warehouse Indirect Source Rule (Rule 2305). **MM AQ-13** would prohibit natural gas use in residential structures.

As noted on Draft EIR page 4.2-19 and page 4.7-9, SCAQMD Rule 2305 would require the implementation of reduction strategies for the proposed warehouse, which include requiring ZE/NZE truck visits, ZE yard trucks (already required by **MM AQ-11**), on-site ZE charging/fueling infrastructure, on-site energy systems, among others. Warehouse operators that do include enough measures 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.

Additionally, the Draft EIR includes mitigation measure in Section 4.7, Greenhouse Gas Emissions, that would reduce emissions. **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions. **MM GHG-2** requires the Project to meet or exceed CALGreen Tier 2 standards to further improve energy efficiency (i.e., exceed the mandatory measures of the State Building Code); **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.

Also, the State of California is regulating and requiring the use of cleaner trucks. CARB's Truck and Bus Regulation, which was adopted by CARB in 2008, requires that all diesel truck fleets operating in California adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Beginning January 1, 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) adhered to a similar schedule and were all replaced by 2020. Furthermore, in mid-2022, CARB passed a landmark rule that will require all trucks sold in California to be zero-emission by 2045.³ As stated by CARB, "The 'Heavy-Duty Low NO_x Omnibus Regulation' will require manufacturers to comply with tougher emissions standards, overhaul engine testing procedures, and further extend engine warranties to ensure that emissions of NO_x are reduced. CARB then-Chair Mary D. Nichols is quoted stating that "[t]his regulation ensures that conventional diesel trucks will run as cleanly as possible at every point in their duty cycle. It takes a significant bite out of smog-forming pollution in every region in the state....".⁴

The imposition of additional mitigation measures by the City to control mobile source GHG emissions above and beyond those presented in the Draft EIR are either not feasible or are not necessary because the progression toward clean truck technologies is already occurring as regulated by the State. Compliance with State regulations as well as **MM AQ-6** (EV truck charging infrastructure), **MM AQ-7** (TRUs to be plug-in capable), and **MM AQ-9** (energy efficiency for trucks/Carl Moyer Program) assure that the warehouse component of the Project will be highly progressive in attracting clean trucks.

³ <https://ww2.arb.ca.gov/news/california-adopts-strong-new-regulation-further-reduce-smog-forming-pollution-heavy-duty>

⁴ Ibid.

While mitigation measures are included to reduce mobile source emissions from heavy-duty trucks to the extent feasible, it is important to note that both the Project Applicant, future tenants, and the City are limited in their ability to regulate and enforce the types of vehicles that would access the Project site, and current industry practices and technological constraints preclude the inclusion of a mitigation measure that places in broad strokes restrictions on the types of trucks that would access the Project.

First, the vast majority of trucks traveling throughout the State and nation are diesel-fueled, as currently permitted by State and federal laws and regulations. CARB and the U.S. Environmental Protection Agency are the only two agencies empowered to regulate mobile sources (i.e., automobiles and trucks). These agencies have consistently set more stringent regulations to reduce mobile source emissions and are expected to continue to do so; however, current regulations do allow for the use of diesel-fueled trucks, and the City nor Project Applicant do not have the jurisdictional authority to regulate the types of vehicles that would access the Project site. If CARB's desire is to require cleaner-than-presently-required engines, it is within CARB's ability to do so. At present, CARB's Truck and Bus Regulation is in place, which would require the Project's future building tenants to comply with the applicable phase-in timelines required by state regulation to ensure that any heavy trucks serving the Project would meet engine requirements. Additionally, in June 2020, CARB adopted the Advanced Clean Trucks Regulation that requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. When commercial availability of electric-powered long-haul trucks is more readily available in the future, it is expected that such trucks will be part of the Project's operation, and mitigation measures are in place to require that the Project is accommodating of these vehicles in the future with electric charging infrastructure (**MM AQ-6**).

Additionally, the regional and nation-wide goods movement sector inherently relies on a combination of various truck fleets composed of primarily diesel-powered trucks to deliver goods to their destinations. Warehouse tenants typically rely on a mix of both corporate fleets and independent owner-operator trucks to deliver goods to their destinations. While some tenants of industrial facilities have their own fleets, many tenants rely on a mix of both corporate fleets and independent owner-operators, and they can thus not control the types of trucks that are accessing their facilities.

Current technologies further preclude the inclusion of mitigation measures that place exclusions on the types of vehicles that would access the Project site, beyond those regulations currently enacted by the State. The City acknowledges that the transportation sector is making strides in developing technologies that will reduce air pollutant and GHG emissions over time, and the City will promote and advance their use as they are developed and implemented on a wide scale; however, many of these advancements, such as electric trucks that would eliminate and/or substantially reduce the Project's air pollutant and GHG emissions, are in their early stages and not yet commercially available or viable in mass. The suggestion to require prospective tenants to maintain a fully alternatively fueled or electrified fleet that powers itself through solar panels on warehouse roofs is not yet feasible given the lack of availability of electric heavy-duty trucks. Moreover, there is not yet a sufficient network of electric vehicle charging stations in the region to support long-distance haul trips. While the market share of electric heavy-duty trucks is anticipated to increase significantly in the coming years, placing a restriction on vehicles accessing the Project site would not be feasible. Nonetheless, it is anticipated that the current mitigation measures that would be required of the Project will lead to discrete reductions in mobile-source emissions in the short-term, as well as lay a foundation for substantial reductions in air pollutant and GHG emissions in the future by providing

the necessary infrastructure for the electrification of the goods movement sector. However, the City at this time cannot exclude diesel heavy-duty trucks, which are currently legal to operate in California, from accessing the Project.

Comment B-17:

The comment asserts that there are mitigation measures available beyond those listed in the Draft EIR that could be imposed on the Project to reduce GHG emissions.

Response to Comment B-17:

The City has carefully considered all public comments suggesting additional mitigation measures including those suggested in the comment, and has identified all feasible mitigation measures. Specifically, the comment identifies solar panels, solar water heaters, automatic light switches as possible mitigation measures. Draft EIR **MM GHG-1** requires the installation of photovoltaic solar panels to offset energy emissions. **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. Therefore, the Draft EIR incorporates the measures suggested by the comment. Meeting or exceeding CALGreen Tier 2 standards require homes to meet stringent efficiency standards including water heating and lighting. The City has imposed every mitigation measure that is feasible and is within its jurisdictional authority to impose and enforce.

Comment B-18:

The comment generally indicates existing mitigation measures can be strengthened and more measures may be added to the extent feasible.

Response to Comment B-18:

The comment does not identify specific measures. Refer to Response B-19 below.

Comment B-19:

The comment suggests that as **MM AQ-5** requires landscaping equipment to be 100 percent electrically powered, other industrial equipment should also be required to be electrically powered. The commenter also states that the prohibition of natural gas should be extended to commercial and industrial structures as well, and claims that there is no basis for why diversion of 75% of landfill waste is the maximum extent feasible for the Project.

Response to Comment B-19:

This is already required by Draft EIR **MM AQ-11**. **MM AQ-11** requires All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) are zero emission/powered by electricity.

MM AQ-13 – prohibits natural gas usage in residential structures

MM GHG-3 – requires energy efficiency for residential appliances

MM GHG-4 requires diverting 75 percent of landfill waste to be consistent with the State's goal established in AB 341. The comment speculates that further diversion could be feasible but does not provide a recommendation or any support for that claim.

Comment B-20:

The commenter suggests that the Project could go beyond the mandatory measures of the California Green Building Standards Code and incorporate voluntary measures as mitigation.

Response to Comment B-20:

MM GHG-2 requires the project to meet the Tier 2 voluntary standards of the Green Building Standards Code. The Tier 2 voluntary standards add additional requirements beyond the mandatory and Tier 1 voluntary measures. Therefore, pursuant to **MM GHG-2** the Project would go beyond the mandatory measures and incorporated voluntary measures, as requested in the comment. The comment also suggests including green roof strategies; however, the comment does not provide indicate if this measure would be feasible in Jurupa Valley. Additionally, roof space would be occupied by solar panels, mechanical equipment, and skylights, which limit the feasibility of green roofs for the Project.

Comment B-21:

The commenter states that the Project should implement incentives to provide free or reduced parking rates for registered carpools or vanpools, provide on-site carsharing vehicles or bikes, allow for flexible or alternative work hours and provide access to convenient services within walking distance of the site.

Response to Comment B-21:

Draft EIR **MM AQ-3** incorporates implementation of a Transportation Demand Management (TDM) program. **MM AQ-3** requires the TDM plan to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. The TDM plan is required to include various measures to incentivize carpooling, including 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. Additionally, **MM AQ-10** requires residential, commercial, and industrial buildings to provide electric vehicle (passenger car) charging stations and a minimum of 12 percent carpool parking spaces at each building.

Comment B-22:

The comment makes another general statement that there are other available mitigation measures to reduce the Project's GHG emissions beyond those identified in the Draft EIR.

Response to Comment B-22:

The commenter is referred to Response to Comment B-16 for a summary of all mitigation measures that would reduce GHG emissions.

Comment B-23:

The comment is a heading generally stating the commenter's opinion that solar panel installation is a feasible mitigation measure.

Response to Comment B-23:

Refer to Response B-24.

Comment B-24:

The comment requests solar panels.

Response to Comment B-24:

Draft EIR **MM GHG-1** requires renewable energy generation (i.e., solar photovoltaic panels). Plans Policies, and Programs (PPP) 4.7-4 is a requirement in the California Building Code. **MM GHG-1** goes beyond the building code requirement of requiring the buildings to be solar ready. The Project's mitigation requires installation of solar panels on the entire solar ready zone (as defined by Section 110.10 of the 2022 California Energy Code). The comment incorrectly states that Draft EIR relies on an arbitrary 15 percent roof area.

Comment B-25:

The comment incorrectly states that the Draft EIR does not comment on the feasibility of solar mitigation measures.

Response to Comment B-25:

As stated in response B-24, Draft EIR **MM GHG-1** requires installation of solar panels on the entire rooftop solar ready zone (i.e., the maximum available roof space).

Comment B-26:

The comment is a heading generally stating the commenter's opinion that offsets are feasible.

Response to Comment B-26:

Refer to Response B-27.

Comment B-27:

The commenter claims that the City can meet the additionality requirement by using a carbon registry which tracks offsets to ensure that they are additional and have not been claimed by anyone else.

Response to Comment B-27:

The comment asserts, without elaboration, that "[t]here are many available sources for the purchase of CEQA-compliant offsets ...". Although it is true that it is possible to purchase carbon offsets, even offset credits purchased from CARB-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. As discussed in the Draft EIR (pages 4.7-18 through 4.7-19), 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. 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,⁵ and therefore would not be considered adequate mitigation under CEQA.

In addition, it should be noted that the vast majority of emissions that will be generated by the Project, including mobile emissions and energy emissions, are subject to the California Cap and Trade program, which places an economy-wide “cap” on major sources of GHG emissions, such as refineries, power plants, industrial facilities and transportation fuels. For example, “Fuel suppliers’ are responsible for the carbon pollution from fuels under the Cap-and-Trade Program” and thus must acquire “allowances” to cover all carbon pollution from such fuels.⁶ They may also purchase certain approved offsets to fulfill up to 8 percent of their compliance obligation.⁷ Given that more than 95 percent of the emissions that will be generated by the Project are covered by Cap and Trade and thus are already subject to a regulatory program that includes offsets, Rather (Refer to Response B-4 for Consistency with 2022 Scoping Plan). The City has authority as lead agency under CEQA to exercise discretion in determining the efficacy of mitigation measures.

Comment B-28:

The commenter suggests that the City has enforcement authority related to carbon offsets.

Response to Comment B-28:

Refer to Response to Comment B-16 and B-27. Neither the City nor Project Applicant have the jurisdictional authority to regulate the types of vehicles that would access the Project site. CARB currently implements regulations to reduce emissions from mobile sources, which make up the majority of the Project’s emissions.

Comment B-29:

The commenter claims that CEQA does not restrict mitigation to local measures and that the Project can also create its own measures to sequester GHG emissions or offset Project emissions, such as a conservation easement or restoration.

Response to Comment B-29:

The Project includes 11.1 acres of open space, which would be dedicated as public park space. Also, refer to Response to Comment B-5. The Project is consistent with the local actions identified by CARB to be consistent with GHG reduction goals by implementing transportation electrification, VMT

⁵ 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/>.

⁶ https://www2.arb.ca.gov/sites/default/files/cap-and-trade/guidance/faq_fuel_purchasers.pdf

⁷ <https://law.justia.com/cases/california/court-of-appeal/2020/d075328.html>

reduction, and building decarbonization measures. Additionally, refer to Response to Comment B-16 and B-27.

Comment B-30:

The commenter reiterates its position that the City should require the Project Applicant to purchase carbon offsets.

Response to Comment B-30:

Refer to Response to Comment B-27 through B-29 regarding GHG offsets.

Comment B-31:

The commenter provides concluding remarks and states that additional feasible mitigation should be considered and that the lead agency has not met its burden of showing that such measures are infeasible. The commenter states that the DEIR should be amended to reflect all feasible mitigation as well as a reasonable range of alternatives, to mitigate the Project's "fair share" of GHG emissions.

Response to Comment B-31:

Refer to Response to Comment B-16 regarding mitigating all of the Project's significant GHG impacts to the fair share extent. The City has imposed every mitigation measure in Draft EIR that is feasible and is within the jurisdictional authority of the City of Jurupa Valley to impose and enforce. The commenter has not suggested any additional feasible mitigation that would lessen the Project's impacts.

Comment B-32:

The commenter requests to be added to the Project's interest list to receive Project updates.

Response to Comment B-32:

The City acknowledges this request and affirms that commenter is on the City's public notification list for Project-related public notices.

COMMENT LETTER C

Stephanie Papayanis, Attorneys for Southwest Regional Council of Carpenters
Mitchell M. Tsai, Attorney At Law
139 South Hudson Avenue, Suite 200
Pasadena, California 91101
(626) 381-9248, info@mitchtsailaw.com

This comment below was received in the form of a pdf letter attached to an email from Stephanie Papayanis, Attorneys for Southwest Regional Council of Carpenters, on letterhead of Mitchell M. Tsai, sent on July 30, 2023.

Comment C-1:

On behalf of the Southwest Regional Council of Carpenters (“Southwest Carpenters” or “SWRCC”), my Office is submitting these comments on the City of Jurupa Valley’s (“City” or “Lead Agency”) Draft Environmental Impact Report (“DEIR”) (SCH No. 2021030401) for the District at Jurupa Valley Project (MA21269) (SP21001) (SCH #: 2022040044) (“Project”).

Response to Comment C-1:

Introduction information. Comment noted.

Comment C-2:

SWMSRCC would like to express its support for this Project. After further reviewing this Project, SWMSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the City have any questions or concerns, the City should feel free to contact my office.

Response to Comment C-2:

Comment expresses support for the project so no further response is required.

III. Revisions, Clarifications, and Corrections to the Draft EIR

III. REVISIONS, CLARIFICATIONS, AND CORRECTIONS TO THE DRAFT EIR

This section of the Final EIR provides changes to the Draft EIR that have been made to revise, clarify, or correct the environmental analysis for the District at Jurupa Valley Specific Plan (Project). Changes in this section are a result of comments received in response to the Draft EIR. The changes detailed in this section do not result in the Project creating any new or increased significant environmental impacts.

This section contains the following sub-sections: Section 3.1, Corrections and Additions to Draft EIR Sections and Appendices; and Section 3.2, Effect of Corrections and Revisions.

Added text is shown underlined and deleted text in ~~strikeout~~.

3.1 Corrections and Additions to Draft EIR Sections and Appendices

3.1.1 Section 1.0 Executive Summary

Section 1.0 Executive Summary, 1.1, Project Overview, Discretionary Permits, third bullet on page 1-1:

Two places in the Draft EIR (page 1-1 and page 3-1) state that following “*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*”. This statement is incorrect and was deleted with strikethrough in this Final EIR Errata. The existing zoning for the project site is already designated as “Specific Plan” and will remain as such, therefore no actual change of zone designation is required.

- ~~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~~

3.1.2 Section 2.0 Introduction and Purpose

Section 2.6, Responsible and Trustee Agencies, Page 2-9, Table 2.6-1, in response to Comment A-9:

California Department of Transportation (CalTrans)	Responsible for issuance of encroachment permits if required <u>and Outdoor Advertising Permit</u> .
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3.1.3 Section 3.0 Project Description

Section 3.1, Introduction and Project Background, third paragraph, third bullet, page 3-1:

Two places in the Draft EIR (page 1-1 and page 3-1) state that following “*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*”. This statement is incorrect and was deleted with strikethrough in this Final EIR Errata. The existing zoning for the project site is already designated as “Specific Plan” and will remain as such, therefore no actual change of zone designation is required.

- ~~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~~

Section 3.4.2, Proposed Land Uses, Page 3-7, Table 3.4-1, in response to Comment A-4:

Notes were added to Table 3.4-1 for clarification.

**Table 3.4-1
PROPOSED LAND USE SUMMARY**

Land Use	Gross Acreage ¹	Non- Residential Square Feet (SF) ²	Hotel Rooms ³	Dwelling Unit
COMMERCIAL				
Neighborhood	20.4	160,000	---	---
Retail ⁵	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 ² 25+ du/acre	42.0	---	---	1,196
Residential Sub-Total	42.0	---	---	1,196
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				
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.

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 is inclusive of roadway and access easements. Gross Averages are rounded to the nearest tenths based on the TTM.

2. Hotel Square Feet is estimated for purpose of 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.

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.

5. Includes 52.4 acres of Commercial Retail-Integrated Overlay

Section 3.4.2, Proposed Land Uses, Page 3-9, second paragraph, in response to Comment A-4:

Commercial ~~Retail-Integrated~~ ~~Use~~ is an 52.4-acre overlay that is incorporated into the Commercial Retail area of the Project.

Section 3.4.3, Signage and Monuments, Page 3-12, last paragraph, in response to Comment A-8:

Four free-standing signs along SR-60 are proposed, consisting of three double-sided electronic digital-display static billboard signs and one existing 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**.

Section 3.6, Discretionary and Ministerial Approvals, Page 3-23, Table 3.6-1, in response to Comment A-9:

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.
<u>CalTrans</u>	<u>Outdoor Advertising Permit</u>

3.1.4 Section 4.1 Aesthetics

Section 4.1.6, Environmental Impact Analysis, under threshold d), Page 4.1-27, fourth paragraph, first sentence, in response to Comment A-9:

~~Section 4.9.2~~ 4.10.1 (4), *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**.

3.1.5 Section 4.2 Air Quality

Section 4.2.2, Notice of Preparation/Scoping Comments, Page 4.2-8, sixth paragraph, in response to Comment A-13:

❖ REVISIONS, CLARIFICATIONS, AND CORRECTIONS TO THE DRAFT EIR ❖

- **City of Riverside.** Letter from David Murray, Principal Planner, Planning Division dated April 29, 2023², 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.

Section 4.2.6, Environmental Impact Analysis, under threshold a), A.1 Plans, Policies, Programs (PPPs), and Project Design Features (PDFs), Page 4.2-21, fifth paragraph, PDF 4.2-10, in response to comment A-15:

PDF 4.2-10 was revised in two places in the document; on page 4.2-10, in the fifth paragraph, and in the MMRP table (Table 11.0-1) at the top of page 11-10.

PDF 4.2-10 LEED Buildings. The Project will ~~achieve certification of compliance or be designed to demonstrate equivalency with LEED green building standards as “certified” for the industrial buildings.~~

Section 4.26, Environmental Impact Analysis, under threshold c), Table 4.2-25, page 4.2-50.

Table 4.2-25 was not completely updated in the Draft EIR to match the revised Figure 4.2-3 shown on page 4.2-51. Therefore, this new table 4.2-25 is added to this FEIR Errata to replace the previous one that did not include all the locations shown on Figure 4.2-3.

**Table 4.2-25
EXISTING SENSITIVE RECEPTOR LOCATIONS**

Table in the Draft EIR deleted with strikethrough shown below.

	Receptor Description	Distance and Direction from the Project¹
	~~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~~

New Table 4.2-25 replaced in Final EIR shown below in underline.

Receptor No.	Receptor Description	Distance and Direction from the Project^{1,2}
<u>1</u>	<u>Single-family Residential: NAP 1</u>	<u>Adjacent to the Project site</u>
<u>2</u>	<u>Single-family Residential: NAP 2</u>	<u>Adjacent to the Project site</u>
<u>3</u>	<u>Single-family Residential</u>	<u>Adjacent to the south and southwest</u>
<u>4</u>	<u>Single-family Residential</u>	<u>Approximately 110 feet to the west</u>
<u>5</u>	<u>Multi-family Residential</u>	<u>Approximately 110 feet to the west</u>
<u>6</u>	<u>Multi-family Residential</u>	<u>Approximately 200 feet to the south</u>
<u>7</u>	<u>Live Church of God in Christ</u>	<u>Adjacent to the south</u>
<u>8</u>	<u>New Century Baptist Church</u>	<u>Adjacent to the southeast</u>
<u>9</u>	<u>Mt. Calvary Missionary Baptist Church</u>	<u>Approximately 60 feet to the south</u>

❖ REVISIONS, CLARIFICATIONS, AND CORRECTIONS TO THE DRAFT EIR ❖

<u>10</u>	<u>Life Church of God in Christ</u>	<u>Approximately 200 feet to the southwest</u>
<u>11</u>	<u>Ina Arbuckle Elementary School</u>	<u>Approximately 470 feet to the southwest</u>
<u>12</u>	<u>Fairmount Park</u>	<u>Approximately 2,300 feet to the east</u>

Source: Kimley-Horn, 2023b.

Notes:

1. Distance calculated from Project site property line to sensitive receptor property line.
Refer to Figure 4.2-3, Existing Sensitive Receptor Locations, for the sensitive receptor location (Kimley-Horn, 2023b, Exhibit 4).

3.1.6 Section 4.12 Noise

Section 4.12.6 Environmental Impact Analysis, under threshold a), A.2 Impact Analysis, Construction Impacts, Offsite Traffic Noise, page 4.12-15, sixth paragraph.

The sentence introducing the list of scenarios modelled for traffic volumes was incorrect. It stated four scenarios were modelled but six scenarios were actually modelled and listed below it. The sentence was revised as follows in this Final EIR Errata.

Offsite noise from existing and with-project traffic volumes was modeled in ~~four~~ six scenarios (Kimley-Horn, 2023f):

3.1.7 Section 5.0 Alternatives

Section 5.7, Analysis of Alternative 4: Reduced Industrial Uses Alternative, 5.7.1, Description of Alternative, Page 5-29, fourth paragraph, in response to Comment A-26:

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 type of long-term commercial or industrial storage contemplated by this alternative would include self-storage, including boat, RV and/or heavy equipment storage. 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.

3.1.8 Section 11.0 Mitigation Monitoring and Reporting Program

MMRP table (Table 11.0-1) at the top of page 11-10, under 4.2 Air Quality, threshold a), PDF 4.2-10, in response to Comment A-15:

PDF 4.2-10 was revised in two places in the document; on page 4.2-10, in the fifth paragraph, and in the MMRP table (Table 11.0-1) at the top of page 11-10.

❖ REVISIONS, CLARIFICATIONS, AND CORRECTIONS TO THE DRAFT EIR ❖

Threshold a) (Cont'd)	PDF 4.2-10: LEED Buildings. The Project will ~~achieve certification of compliance or be designed to~~ demonstrate equivalency with LEED green building standards as <u>"certified" for the industrial buildings.</u>	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design
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MMRP table (Table 11.0-1) at the bottom of page 11-55, under 4.12 Noise, threshold a), MM NOI-2:

The threshold in the left column was missing and the mitigation heading text "MM NOI-2:" was missing from the second column and are now added as shown by the underline below and in section IV of this FEIR document. Just these two headings were added for clarification. There was no change to the mitigation text in the table.

<u>Threshold 4.12-8 (a): continued</u>	<u>MM NOI-2: Stationary Source Operational Noise Reduction Plan.</u> Prior to issuance of building permits, ... (the rest of the mitigation text is shown in the table in Section IV. of this document)	Less than Significant	Qualified noise control professional/City of Jurupa Valley	Prior to issuance of building permits
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3.1.9 Appendices

Appendix D24 – Caltrans Declassification Request Evaluation Report

Appendix D24 – Caltrans Declassification Request Evaluation Report, as listed on page 2-8 was not included in the Draft EIR and is being provided in this Final EIR Errata.

On January 18, 2023, Caltrans approved a declassification of the Landscaped Freeway designation for the relevant segment of the Route 60 Freeway. A copy of the approval letter and a map of the declassified segment are included in this Final EIR Errata as Appendix D24 (included as **Appendix FEIR-9**).

No other revisions to the Draft EIR text are necessary or proposed.

3.2 Effect of Corrections and Revisions

The above technical corrections clarify and refine the EIR and provide supplemental information to the decision-makers and the public. CEQA requires recirculation of a Draft EIR only when "significant new information" is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR... A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

The information added pursuant to this Errata does not contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Applicant has declined to adopt. Additionally, information provided in this Errata does not present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the EIR. All of the information added pursuant to this Errata merely clarifies, corrects, adds to, deletes, or makes insignificant modifications to information in the EIR. The City of Jurupa Valley has reviewed the information in this Errata and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the Draft EIR.

IV. Mitigation Monitoring and Reporting Program

IV. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 Introduction

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” Additionally, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines. This MMRP has been updated based on changes made earlier in this Final EIR. New text is shown in underline and deleted text is shown in ~~strikeout~~ in the MMRP below.

The City of Jurupa Valley is the Lead Agency for the Project and is therefore responsible for administering and implementing the MMRP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring implementation of mitigation measures in accordance with the MMRP.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR applies mitigation measures (MMs) needed to avoid or reduce potentially significant environmental impacts. This MMRP allows for monitoring implementation of the MMs required for the Project.

4.2 Organization

As shown on the following pages, each identified PDF and MM for the Project is organized by environmental impact area, with the following details:

- Responsible Party—the party that is responsible for implementing the project design feature or mitigation measure.
- Monitoring Party—the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Implementation Stage—the phase of the Project during which mitigation measure shall be monitored.

4.3 Administrative Procedures and Enforcement

This MMRP shall be enforced throughout all phases of the Project, as applicable. The project Applicant shall be responsible for implementing each MM and shall be obligated to provide certification, as identified below, to the applicable monitoring and enforcement agencies. Furthermore, the Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City of Jurupa Valley upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant),

approved by the City of Jurupa Valley, who shall be responsible for monitoring implementation of MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMRP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs during construction every 90 days in a form satisfactory to the City of Jurupa Valley. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4.4 Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to approval by the Lead Agency. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMRP, at their discretion and within reason. If the department or agency cannot find substantial conformance, a MM is allowed to be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the MM. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Project discretionary approval unless the City of Jurupa Valley also finds that the change to the MM results in a substantial change to the Project or the non-environmental conditions of approval.

4.5 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): <i>Would the project have a substantial adverse effect on a scenic vista?</i>	PPP 4.1-1: Building height, landscape setback, and building setback are required to comply with Table 3-3: <i>Development Standards</i> of the Specific Plan.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design
Threshold c): <i>(In an Urbanized Area) Would the project conflict with applicable zoning and other regulations governing scenic quality?</i>	PPP 4.1.2: Future development is subject to the Section 3 - <i>Land Use and Development Standards</i> 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): <i>Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	PPP 4.1.3: Outdoor lighting fixtures are required to comply with Section 3.7, <i>Lighting Requirements</i> , Section 4.5, <i>Lighting</i> , and Section 4.9.2, <i>Lighting and Display Requirements</i> 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) <i>Would the project conflict with or obstruct implementation of the applicable air quality plan?</i>	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

❖ 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
	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

❖ 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
	bulk material without at least one of the measures listed under subparagraph (d)(5) of Rule 403 at each vehicle egress.			
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley and SCAQMD	During construction
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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

❖ 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
	used during the construction phase must comply with this rule,			
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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

❖ 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
	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 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.	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

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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.			
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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
<i>Threshold a) (Cont'd)</i>	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	Not applicable because this is an SC.	Project Applicant/City of Jurupa Valley	During project design

❖ 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
	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

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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 be designed to demonstrate~~ <u>equivalency with LEED green building standards as “certified” for the industrial buildings.</u>	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. - 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. - Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. - Disclose the potential increase in energy costs for running the HVAC system to prospective residents. - Provide information to residents on where MERV filters can be purchased. - Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. - Identify the responsible entity such as future residents themselves, Homeowner’s Association, or	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project construction and operation

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	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.			
4.3 Biological Resources				
Threshold a): <i>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?</i>	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): <i>Would the project disturb human remains, including those interred outside of dedicated cemeteries?</i>	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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4.5 Energy				
Threshold a): <i>Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</i>	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	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

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	pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.			
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

❖ 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
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) <i>Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i> <i>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.</i> <i>ii) Strong seismic ground shaking?</i>	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

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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
<i>iii) Seismic-related ground failure, including liquefaction?</i> <i>iv) Landslides?</i>				
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): <i>Would the project result in substantial soil erosion or the loss of topsoil?</i>	PPP 4.6-3: Prepare and Implement Stormwater Pollution Prevention Plan. As required by Municipal Code Chapter 6.05, Storm 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): <i>Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	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

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	(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. The Title 24 Energy Efficiency Standards (§ 110.10(b)1)	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	During project design

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	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): <i>Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	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
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	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

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	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.			
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
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-	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to City and County approvals

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	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])			
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
4.9 Hydrology and Water Quality				
Threshold a): <i>Would the project violate any water quality standards or waste discharge</i>	PPP 4.9-1: As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls</i>, § B (1), any person performing construction work in the City shall comply with the	Not applicable because this is a PPP	Construction contractor/City Engineer	Prior to City and County approvals

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<i>requirements or otherwise substantially degrade surface or ground water quality?</i>	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).			
Threshold a) (Cont'd)	PPP 4.9-2: As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls</i> , § 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, <i>Storm Water/Urban Runoff Management and Discharge Controls</i> , § 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,	Not applicable because this is a PPP	Project Applicant/City Engineer	Prior to City and County approvals

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	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).			
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	Not applicable because this is a PPP	Project Applicant/State Water Resources Control Board and City of Jurupa Valley	During operation

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	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).			
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 or degreasers would be collected and discharged into the sanitary sewer and not to a storm drain.	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During operation

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4.12 Noise				
Threshold a): <i>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?</i>	PPP 4.12-1: In order to ensure compliance with General Plan Policy NE 3.4 <i>Construction Equipment</i> , 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 <i>Construction Noise</i> , 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): <i>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?</i> [Fire]	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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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 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

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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
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

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4.16 Transportation				
Threshold b): <i>Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision?</i>	PDF 4.16-1: The project shall provide, if approved by the City Engineer, Class III bike route along Crestmore Road from 34 th 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
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

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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
4.17 Tribal Cultural Resources				
Threshold a): <i>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> i) <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</i> ii) <i>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</i>	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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<i>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.</i>				
4.18 Utilities and Service Systems				
Threshold a): <i>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?</i>	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): <i>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?</i>	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.	Not applicable because this is a PPP	Project Applicant/City of Jurupa Valley	Prior to the issuance of grading permits
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	Not applicable because this is a PDF	Project Applicant/City of Jurupa Valley	During project design

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	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.	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): <i>Would the Project conflict with or obstruct implementation of the applicable air quality plan?</i>	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	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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	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.			

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	- 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 Safety Department shall confirm that plans include the following specifications: All architectural coatings will be super-compliant low VOC paints.	Significant and Unavoidable	City of Jurupa Valley Building and Safety Department; project architects for projects developed pursuant to the Specific Plan	During Construction

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	- 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 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:	Significant and Unavoidable	Project civil engineers; City of Jurupa Valley Planning Division	Prior to the issuance of building permits

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	- 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			

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	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 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.	Significant and unavoidable	City of Jurupa Valley Planning Division	During preparation of deeds and lease agreements

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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
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	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents	Prior to the issuance of tenant occupancy permits

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	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.			
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
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	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents; project architects	Prior to the issuance of tenant occupancy permits

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	tires— to reduce fuel consumption. This mitigation measure applies only to tenant improvements and not the building shell approvals.			
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. - 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.	Significant and Unavoidable	City of Jurupa Valley Planning Division; project proponents; project architects	Prior to the issuance of tenant occupancy permits

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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): <i>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?</i>	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): <i>Would the project expose sensitive receptors to substantial pollutant concentrations?</i>	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.
4.3 Biological Resources				
Threshold 4.3.8 (a): <i>Would the project have a substantial adverse effect, either directly or through habitat modifications, on</i>	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	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Prior to commencement of project construction

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<i>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?</i>	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, 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 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 construction 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			

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	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) Leq or to the ambient noise level if it already exceeds 60 dB(A) Leq. 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) Leq or to the ambient noise level if it already exceeds 60 dB(A) Leq. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.			
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	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Within 30 days before beginning of construction

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	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).			
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 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	Less Than Significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	During the appropriate blooming season

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	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. 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.	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 tree or vegetation removal

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	- 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 (b) and (c):	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 show documentation that an Agency declines jurisdiction of any feature: 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 <i>Sackett vs. Environmental Protection Agency</i>); 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	Less than significant	Qualified biologist; project proponent; and City of Jurupa Valley Planning Division	Prior to City and County approvals

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	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 3:1 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.			
Threshold 4.3.8 (f): <i>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?</i>	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.

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4.4 Cultural Resources				
Threshold 4.4.8 (b): <i>Would the project Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</i>	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, Morongo Band of Mission Indians, 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.	Less than significant	Project proponent and qualified archaeologist	During project construction
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	Less than significant	Project proponent, tribal monitor, and/or qualified archaeologist	During project construction

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	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, Morongo Band of Mission Indians, 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, 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): <i>Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	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	Less than Significant	Project Applicant and qualified paleontologist or paleontological monitor/City of Jurupa Valley	Prior to issuance of grading permit and during construction

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	upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.”			
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			

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	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.”			
4.7 Greenhouse Gas Emissions				
Threshold 4.7.8 (a): <i>Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	Implementation of MMs AQ-3, AQ-4, AQ-5, and AQ-13 described above	Significant and unavoidable	See MMs AQ-3, AQ-4, and AQ-5	See 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-ready zone shall comply with Section 110.10 of the 2022 California Energy Code and shall comply with access,	Significant and unavoidable	Project Applicant/City of Jurupa Valley	Prior to issuance of building permits

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	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

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Threshold 4.7.8 (a): <i>continued</i>	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): <i>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;</i>	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

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	- 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

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	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): <i>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?</i>	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

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	- 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 of 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			

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	0.75-inch-thick plywood wall or (b) a hanging blanket/curtain with a surface density of 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.			
<u>Threshold 4.12-8 (a): continued</u>	MM NOI-2: Stationary Source Operational Noise Reduction Plan. Prior to issuance of building permits, the property owner/developer shall be responsible to	Less than Significant	Qualified noise control professional/City of Jurupa Valley	Prior to issuance of building permits

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	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).			

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Threshold 4.12-8 (a): <i>continued</i>	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): <i>Would the Project conflict</i>	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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<i>with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</i>	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	

❖ 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
	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): <i>Would the project cause a substantial adverse change in the significance</i>	Implementation of MMs CUL-1 and CUL-2	Less than significant	Construction manager/ Qualified Archaeologist and local Native American representative	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
<i>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> 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. 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, Morongo Band of Mission Indians, 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