

# **Saddlehorn Residential Project**

## **Draft Environmental Impact Report**

### **SCH No. 2022060680**

#### **City of Jurupa Valley Master Application MA 21256**



#### **Lead Agency**

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<b>1.0</b>	<b>Executive Summary .....</b>	<b>4</b>
1.1	Introduction.....	4
1.2	Summary Description of the Project .....	4
1.3	Project Location.....	4
1.4	Project Objectives.....	4
1.5	Scope of the EIR.....	5
1.6	Areas of Controversy and Issues to be Resolved.....	5
1.7	Summary of Alternatives.....	6
1.8	Summary of Impacts and Mitigation Measures .....	7
<b>2.0</b>	<b>Introduction .....</b>	<b>18</b>
2.1	Purpose of the Environmental Impact Report .....	18
2.2	Document Format .....	19
2.3	Project Overview .....	20
2.4	Project Location.....	20
2.5	Requested Entitlements and Permits.....	20
2.6	Notice of Preparation .....	21
2.7	Initial Study.....	21
2.8	Environmental Resources Analyzed in the EIR .....	26
2.9	Incorporated Documents .....	27
2.10	Public Review of the EIR .....	27
<b>3.0</b>	<b>Project Description / Environmental Setting .....</b>	<b>28</b>
3.1	Project Location.....	28
3.2	Environmental Setting.....	28
3.3	Project Description Summary.....	29
3.4	Project Objectives .....	29
3.5	Proposed Improvements.....	29
3.6	Construction and Operational Characteristics .....	30
<b>4.0</b>	<b>Environmental Analysis.....</b>	<b>34</b>
4.1	Hazards and Hazardous Materials.....	38
4.2	Land Use and Planning .....	49
<b>5.0</b>	<b>Alternatives.....</b>	<b>72</b>
5.1	Introduction.....	72
5.2	Summary Description of the Proposed Project.....	72
5.3	Project Objectives.....	73
5.4	Summary of the Proposed Projects Significant Impacts .....	73
5.5	Alternates Considered But Not Analyzed Further .....	74
5.6	Alternatives Under Consideration .....	75
5.7	Analysis of Alternatives .....	77
<b>6.0</b>	<b>Other CEQA Considerations.....</b>	<b>81</b>
6.1	Significant Effects That Cannot Be Avoided if the Proposed Project is Implemented .....	81
6.2	Significant Irreversible Environmental Changes.....	82
6.3	Growth-Inducing Impacts.....	83
6.4	Impacts Considered Not Significant .....	85
<b>7.0</b>	<b>References .....</b>	<b>86</b>
7.1	References Cited in the EIR (by order as appears in the document) .....	86
7.2	Persons Contributing to EIR Preparation .....	86

7.3 Documents Appended to This EIR ..... 86

**List of Tables**

Table 1.2 Summary of Impacts and Mitigation Measures..... 0  
 Table 2.1 Requested Entitlements ..... 20  
 Table 2.2 Summary of Notice of Preparation Comments ..... 21  
 Table 2.3 Summary of Environmental Impacts Addressed in the EIR ..... 26  
 Table 3.1 Land Uses/General Plan Land Use Designations/Zoning Classifications ..... 28  
 Table 3.2 Construction Equipment Assumptions ..... 30  
 Table 4.1 Environmental Impacts Addressed in the EIR..... 34  
 Table 4.2 Cumulative Project List ..... 36  
 Table 4.3 Basic Airport Land Use Compatibility Criteria for Zones C & D..... 44  
 Table 4.4 General Plan Consistency Analysis (Hazards) ..... 46  
 Table 4.5 Land Uses / General Plan Land Use Designations / Zoning Classifications ..... 50  
 Table 4.6 General Plan Consistency Analysis ..... 58  
 Table 4.7 SCAG Connect SoCal Goal Consistency Analysis ..... 68  
 Table 5.1 Summary of Significant Environmental Impacts..... 73  
 Table 6.1 Significant Environmental Effects Which Cannot be Avoided ..... 81

**List of Figures**

Figure 3-1 Regional Location Map ..... 31  
 Figure 3-2 Vicinity Location Map/Aerial Photo ..... 32  
 Figure 3-3 Conceptual Site Plan ..... 33  
 Figure 4-1 Location of Cumulative Projects ..... 37  
 Exhibit 4.3.1 Flabob Airport Land Use Compatibility Zones (and Project Site)..... 39  
 Exhibit 4.3.2 Existing and Proposed General Plan Amendment Land ..... 51  
 Exhibit 4.3.3 Project Site Zoning ..... 52

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## 1.0 Executive Summary

### 1.1 Introduction

This summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines §15123. As stated in §15123(a), “an EIR [environmental impact report] shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the Guidelines, this chapter includes 1) a summary description of the Project, 2) a synopsis of environmental impacts and recommended mitigation measure 3) identification of the alternatives evaluated and of the environmentally superior alternative, and 4) a discussion of the areas of controversy associated with the Project.

### 1.2 Summary Description of the Project

The Project is proposing to construct a 19.36-acre subdivision consisting of 31 single-family lots or 1.6 dwelling units per acre. The Project includes landscaping; internal paving and walkways; bioretention basin.

To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0 – Project Description/Environmental Setting.

#### **General Plan Amendment (GPA) No. 21008**

The project is proposing to amend *Figure 2-5: 2017 General Plan Land Use Plan* from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre.

#### **Tentative Tract Map (TTM) No. 38171**

Subdivide 19.36 acres into 31 single-family lots.

### 1.3 Project Location

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

The Project consists of approximately 19.36 gross acres (18.56 net acres) and is located south of Limonite Frontage Road and Riverview Drive to the south. (Refer to *Exhibit 3-2, Project Site Location Map/Aerial Photo*). The Project site includes the following Assessor Parcel Number (APN): 186-160-021 (Refer to Figure 3-1, Regional Location Map on page 3-2 and Figure 3.2, Vicinity Map/Aerial Photo on page 3-3).

### 1.4 Project Objectives

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential uses with a residential development. The following is a list of specific objectives that the Project is intended to achieve:

- Assist the City in meeting its housing goals and reflect anticipated market needs and public demand, by providing a diverse range of home types with the intent to blend into the City of Jurupa Valley’s rural character.
- Develop a vacant residential property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

## 1.5 Scope of the EIR

Based upon the Initial Study analysis (Appendix A-1), comments received pursuant to circulation of the Notice of Preparation (NOP), (Appendix A-2 NOP and Appendix A-3 Comment Letters), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 1.1- *Summary of Environmental Impacts Addressed in the EIR*.

**Table 1.1 Summary of Environmental Impacts Addressed in the EIR**

Environmental Topic Section	Threshold	Description of Impact
4.1 Hazards and Hazardous Materials	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	The Project site is located within two airport compatibility Zones C (17.95 acres) and D (0.6 acres). <sup>1</sup> Zone C requires a land use density less than or equal to 0.2 dwelling units per acre and 20% open space requirement with a minimum width of 75 feet and length of 300 feet at a general or specific plan level or when a project is 10 acres or more. The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2005 Flabob Airport Land Use Compatibility Plan.
4.2 Land Use and Planning	Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

## 1.6 Areas of Controversy and Issues to be Resolved

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City received on this EIR’s Notice of Preparation (NOP) which was circulated for a 30-day public review period from June 29, 2022, to July 28, 2022 (refer to Appendix A-2).

The City received one comment regarding the NOP issued for this EIR from the Native American Heritage Commission recommending consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project in order to avoid inadvertent discoveries

<sup>1</sup> Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

of Native American human remains and protection of tribal cultural resources. This comment is addressed in Section 4.18-*Tribal Cultural Resources* of the Initial Study in Appendix A-1.

## 1.7 Summary of Alternatives

### No Development Alternative

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. This Alternative considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the approximately 19.36-acre Project site would continue to consist of primarily vacant land. Under this Alternative, no improvements would be made to the Project site and none of the Project's roadway, drainage, utility, and other infrastructure improvements would occur. This Alternative was selected by the City to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition and is required by CEQA. (See CEQA Guidelines § 15126.6(e)(1).)

### General Plan Development Alternative

The No Project/General Plan Development Alternative proposes land uses consistent with the City's General Plan Land Use Map - the site is designated for Ranch uses (EDR – 0.5 units/acre max.). This designation means the site could be developed with up to 10 residential units.

This alternative would not require a General Plan Amendment. The project site is located within two Compatibility Zones, Compatibility Zone C (17.95 acres) and Compatibility Zone D (0.6 acres). At this development density, the project would still not meet the Flabob Airport Land Use Plan (ALUP) maximum allowable density of 0.2 dwelling units per acre for Compatibility Zone C or the maximum allowable density of either below 0.2 units per acre or above 5.0 dwelling units per acre for Compatibility Zone D. The result of the No Project/General Plan Development Alternative would result in 3 units allowed in Zone C under the 0.2 du/acre, and 3 units in Zone D under the 5 du/acre allowable density. No units would be allowed in Zone D under the ALUC 0.2 du/acre density requirement. This alternative would be required to provide for the open space requirements of the ALUP.

### Commercial Alternative

The Commercial Retail Alternative would develop the Project site into commercial uses. If the entire site were to support commercial retail uses, a maximum of 295,163 square feet of commercial space could be built on the 19.36-acre site based on an FAR of 0.35. This alternative would require a General Plan Amendment and Zone Change to eliminate the Estate (EDR) land use designation to Commercial Retail (CR). Due to the number of vehicular trips generated by retail uses, this alternative may result in increased traffic and air quality impacts. General Plan Table 2.3 *Non-Residential Land Use Statistics and Buildout Projections*, indicates retail uses generate 1 employee per 600 square feet which would result in 492 employees for the site. The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 2,700 people in the Zone C and another 180 in Zone D for a total of 2,880 person which would include employees and customers. With the estimated 492 employees on-site, that allows for only 2,388 customers, the exact number of anticipated customers cannot be estimated without knowing the future types of retail businesses that could be present.

Using the Institute of Transportation Engineers (ITE) Trip Generation manual ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 3.81 trips per unit per 1,000 square feet of retail space the commercial retail alternative would result in approximately 1,125 trips per day. Under the proposed Project the daily trips would be 293, the commercial retail would create a 284 percent increase in traffic.

It is unknown if this Alternative would eliminate significant impacts related to Hazards and Hazardous Materials (i.e., consistency with the Flabob ALUP) as the number of customers on-site at any given time cannot be forecast without details on types of business that may be present. This Alternative would continue to impact relative Land Use and Planning since it would not be consistent with the General Plan, Zoning or potentially the policies regarding the Flabob ALUP. Additionally, this Alternative would have a significant direct and cumulative traffic impacts as it would generate almost 284 percent more traffic compared to the proposed Project, which would additionally create potential environmental impacts to Air Quality, Greenhouse Gas Emissions, Noise, and Traffic. This alternative would remain inconsistent with the open space requirements of the ALUP.

### **Environmentally Superior Alternative**

Because the No Project/No Development Alternative would result in lower impacts resulting from construction and operation of the Project to less than significant levels, it is the environmentally superior alternative. When the environmentally superior alternative is the No Project Alternative, the CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other alternatives evaluated.

Based on the analysis in Section 6.0, Alternatives, the General Plan Development Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to NOx emissions, greenhouse gas emissions, and VMT will be less when compared to the Project, but may remain significant and unavoidable for Flabob Airport Compatibility.

## **1.8 Summary of Impacts and Mitigation Measures**

Table 1.2, *Summary of Impacts and Mitigation Measures*, summarizes potential impacts resulting from implementation and operations of the Project; lists the mandatory regulatory requirements [Plans, Policies, Programs (PPP)] and Mitigation Measures (MM) proposed to mitigate potentially significant environmental impacts of the Project; and indicates the level of significance after application of the PPP's and MM's. The table also includes the environmental topics from the Initial Study that require the implementation of PPPs and/or MMs to reduce significant impact to less than significant levels. For those topics not listed, impacts were determined by the Initial Study to either have "no impact" or "less than significant impact" and did not require the implementation of PPPs or MMs.

**Table 1.2 Summary of Impacts and Mitigation Measures**

Environmental Topic/Threshold	Document/ Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
<b>Aesthetics</b>			
If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?	IS 4.1	<p><b>PPP 4.1-1</b> As required by Jurupa Valley Municipal Code section 9.175.030, A-1 Zone (Light Agriculture) development standards include, but not limited to, development standards for structures, lot sizes, yard requirements, and structure heights.</p> <p><b>PPP 4.1-2</b> As required by Jurupa Valley Municipal Code section 7.50.010, all utilities serving and within the Project site shall be placed underground unless exempted by this section.</p> <p><b>PPP 4.1-3</b> All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.</p>	Less Than Significant
<b>Air Quality</b>			
Conflict with or obstruct implementation of the applicable air quality plan?	IS 4.3 (a)	<p><b>PPP 4.3-1.</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, “Fugitive Dust.”</p> <p><b>PPP 4.3-2.</b> The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, “Sulphur Content and Liquid Fuels.”</p> <p><b>PPP 4.3-3.</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, “Architectural Coatings. “</p> <p><b>PPP 4.3-4.</b> The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 “PM10 Emissions from Paved and Unpaved Roads and Livestock Operations” and Rule 1186.1, “Less-Polluting Street Sweepers.”</p> <p>There are no feasible mitigation measures.</p>	Less Than Significant
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	IS 4.3 (b)	<b>PPP 4.3.1 through PPP 4.3-4</b>	Less Than Significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
quality standard.			
Expose sensitive receptors to substantial pollutant concentrations.	IS 4.3 (c)	<b>PPP 4.3.1 through PPP 4.3-4</b>	Less than significant
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	IS 4.3 (d)	None required	Less than significant
<b>Biological Resources</b>			
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?	IS 4.4 (a)	<p><b>PPP 4.4-1</b> The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP) as required by Municipal Code Chapter 3.80.</p> <p><b><i>MM-BIO-1: Migratory / Nesting Bird Protection.</i></b> <i>To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) should be conducted, to the greatest extent possible, outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, vegetation grubbing, and grading.</i></p> <p><i>The survey area will include the project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint. Within 72 hours of the nesting bird survey, all areas surveyed by the biologist will be cleared by the Contractor or a supplemental nesting bird survey is required. The survey results shall be provided to the City's Community Development Department. The Project Applicant shall adhere to the following:</i></p> <ol style="list-style-type: none"> <li><i>1. Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.</i></li> <li><i>2. Pre-activity field surveys shall be conducted at the</i></li> </ol>	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p><i>appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.</i></p> <p><i>If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist and approved by the City of Jurupa Valley, based on their best professional judgement and experience. The buffer areas shall be avoided until the Project biologist determines the young have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. The qualified biologist shall halt all construction activities within proximity to an active nest if it is determined that the activities are harassing the nest and may result in nest abandonment or take. The qualified biologist shall also have the authority to require implementation of avoidance measures related to noise, vibration, or light pollution if indirect impacts are resulting in harassment of the nest. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</i></p>	
<p>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified</p>	<p>IS 4.4 (b)</p>	<p><b>PPP 4.4-1 and MM-BIO-1: Nesting Bird Protection</b></p>	<p>Less than significant</p>

Environmental Topic/Threshold	Document/ Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	IS 4.4 (c)	None required	No Impact
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	IS 4.4 (d)	<b>MM-BIO-1: Nesting Bird Protection</b>	Less Than Significant
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	IS 4.4 (e)	None Required	No Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	IS 4.4 (f)	<b>PPP 4.4-1 and MM-BIO-1: Nesting Bird Protection</b>	Less Than Significant

Environmental Topic/Threshold	Document/ Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
<b>Cultural Resources</b>			
Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?	IS 4.5 (a)	None required	No Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	IS 4.5 (b)	<p><b>MM CR-1: Archaeological Monitoring.</b> Prior to issuance of grading permits, the Permit Applicant shall provide evidence to the City of Jurupa Valley Community Development Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resource Consultant List maintained by the County of Riverside Planning Department, has been contracted to implement Archaeological Monitoring for the area of impact for the Project. Monitoring shall be conducted in coordination with the Consulting Tribe(s), defined as a Tribe that initiated the tribal consultation process for the Project as provided for in Public Resources Code §21080.3.1(b) (“AB52”) and has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City. Monitoring shall address the details of all ground-disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts on cultural, archaeological, and tribal cultural resources to a level that is less than significant.</p> <p>A fully executed copy of the Archaeological Monitoring Agreement shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. If the resource is significant, Mitigation Measure CR-2 shall apply.</p> <p><b>MM CR-2: Archeological Treatment Plan.</b> The Project Archaeologist shall prepare and implement a treatment plan to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall be per CEQA Guidelines Section 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 implementing archaeological data recovery excavations to remove the resource and subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall be coordinated with the Consulting Native American Tribe(s) as described in Mitigation Measure TCR-1 through TCR-3 of the</p>	Less than significant.

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>Initial Study/Mitigated Negative Declaration for MA21256.</p> <p><b>MM-CR-3: Final Report:</b> A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Community Development 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 Consulting Native American Tribe(s) as described in Mitigation Measure TCR-1 through 3 of the Initial Study/Mitigated Negative Declaration for MA21256.</p>	
Disturb any human remains, including those interred outside of formal cemeteries?	IS 4.5 (c)	<b>PPP 4.5-1</b> 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.	Less Than Significant
<b>Energy</b>			
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	IS 4.6 (a)	None required	Less Than Significant
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	IS 4.6 (b)	None required	Less Than Significant
<b>Geology and Soils</b>			
Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	IS 4.7 (a1)	<b>PPP 4.7-1</b> As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the <i>California Building Code</i> which requires the Project to comply with the approved recommended seismic design requirements contained in the <i>Geotechnical Evaluation</i> , EEL Engineering Solutions and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.	Less Than Significant
Seismic-related ground failure, including liquefaction?	IS 4.7 (a2)	<b>PPP 4.7-1</b>	Less Than Significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
Landslides?	IS 4.7 (a3)	<b>PPP 4.7-1</b>	Less Than Significant
Result in substantial soil erosion or the loss of topsoil?	IS 4.7 (b)	None Required	Less Than Significant
Be located on a geologic unit or soil that is unstable, or that would become unstable because of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	IS 4.7 (c)	<b>PPP 4.7-1</b>	Less Than Significant
Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?	IS 4.7 (d)	<b>PPP 4.7-1</b>	Less Than Significant
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	IS 4.7 (e)	None Required	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	IS 4.7 (f)	<b>MM-GEO-1: Paleontological Monitoring.</b> Prior to the issuance of grading permits, a qualified Paleontologist shall be retained to conduct monitoring as necessary during ground-disturbing activities such as vegetation removal, grading, and other excavations related to the project. The Paleontologist shall be present at the pre-grade conference and shall establish a schedule for paleontological resource surveillance based on the nature of planned activities. The Paleontologist shall establish, in cooperation with the lead agency, procedures for temporarily halting or redirecting work, if any is ongoing, to permit the sampling, identification, and	Less Than Significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>evaluation of cultural resources as appropriate. If the paleontological resources are found to be significant, the Paleontologist/Monitor shall determine appropriate actions, in cooperation with the lead agency, for exploration and/or salvage. Significant sites that cannot be avoided will require data recovery measures and shall be completed upon approval of a Data Recovery Plan.</p> <p><b>MM-GEO-2: Paleontological Treatment Plan.</b> Prior to the issuance of grading permits, a qualified paleontologist shall be retained to observe ground-disturbing activities and recover fossil resources as necessary when construction activities will impact the older Quaternary Alluvium. The Paleontologist will attend the pre-grade conference and establish procedures and protocols for paleontological monitoring and to temporarily halt ground-disturbing activities to permit sampling, evaluation, and recovery of any discovery. Substantial excavations below the uppermost layers (more than 3 feet below surface) should be monitored. Sediment samples should be recovered to determine the small-fossil potential of the site. If a discovery is determined to be significant, additional excavations and salvage of the fossil may be necessary to ensure that any impacts to it are mitigated to a less than significant level.</p>	
<b>Greenhouse Gas Emissions</b>			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	IS 4.8 (a)	<p><b>PPP 4.8-1.</b> Prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with the most recently adopted edition of the applicable California Energy Code, (Part 6 of Title 24 of the California Code of Regulations) and the California Green Building Standards Code, 2019 Edition (Part 11 of Title 24 of the California Code of Regulations).</p> <p><b>PPP 4.8-2.</b> As required by Municipal Code Section 9.283.010, <i>Water Efficient Landscape Design Requirements</i>, prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.</p>	Less Than Significant
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	IS 4.8 (b)	None Required	Less Than Significant
<b>Hazards and Hazardous Materials</b>			
Create a significant	IS 4.9 (a)	None Required	Less than

Environmental Topic/Threshold	Document/ Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			significant
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	IS 4.9 (b)	None Required	Less than significant
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	IS 4.9 (c)	None Required	No Impact
Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?	IS 4.9 (d)	None Required	Less than significant
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or	IS 4.9 (e) EIR 4.1		Significant and unavoidable

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
working in the Project area?			
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	IS 4.9 (f)	None Required	Less than significant
<b>Hydrology And Water Quality</b>			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	IS 4.10 (a)	<p><b>PPP 4.10-1</b> As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)</i>, any person performing construction work in the city shall comply with the provisions of this chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the 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 MS4 shall be required when requested by the City Engineer.</p> <p><b>PPP 4.10-2</b> As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)</i>, 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.</p> <p><b>PPP 4.10-3</b> As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section C</i>, 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.</p>	Less than significant
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project	IS 4.10 (b)	None Required	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
may impede sustainable groundwater management of the basin?			
(i) Result in substantial erosion or siltation on- or off-site? (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (iv) Impede or redirect flood flows?	IS 4.10 (c) (i – iv)	<b>PPP 4.10-1, PPP 4.10-2, PPP 4.10-3</b>	Less than significant
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	IS 4.10 (d)	None Required	No impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	IS 4.10 (e)	None Required	Less than significant
<b>Land Use And Planning</b>			
Physically divide a community?	IS 4.11 (a)	None Required	No Impact
Cause a significant environmental impact due to a conflict with any land use plan,	IS 4.11 (b) EIR 4.2		<b>Significant and unavoidable</b>

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			
<b>Mineral Resources</b>			
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	IS 4.12 (a)	None Required	No Impact
Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	IS 4.12 (b)	None Required	No Impact
<b>Noise</b>			
Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	IS 4.13 (a)	<p><b>MM-NOI-1-Construction Noise Mitigation.</b> Prior to the issuance of a grading permit, the following notes shall be included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p> <p><i>"a) Haul truck deliveries shall be limited to between the hours of 6:00am to 6:00pm during the months of June through September and 7:00am to 6:00pm during the months of October through May.</i></p> <p><i>b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.</i></p> <p><i>c) All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receptors adjacent to the Project site.</i></p> <p><i>d) Construction equipment staging areas shall be located the greatest distance between the staging area and the nearest sensitive receptors."</i></p>	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
Result in the generation of excessive ground-borne vibration or ground-borne noise levels?	IS 4.13 (b)	None Required	Less than significant
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels	IS 4.13 (c)	None Required	Less than significant
<b>Population and Housing</b>			
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	IS 4.14 (a)	None Required	Less than significant
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	IS 4.14 (b)	None Required	No impact
<b>Public Services</b>			
Result in substantial adverse physical impacts associated with the provision of	IS 4.15 (a)	<b>PPP 4.15-1</b> 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	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
<p>new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:                      1 – Fire Protection?                      2 – Police Protection?                      3 – Schools?                      4 – Parks?                      5 - Other public facilities?</p>		<p>improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.</p> <p><b>PPP 4.15-2</b> As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.</p> <p><b>PPP 4.15-2</b> As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.</p> <p><b>PPP 4.15-4</b> Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.</p>	
<b>Recreation</b>			
<p>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?</p>	IS 4.16 (a)	<p><b>PPP 4.16-1</b> Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008</p>	Less than significant
<p>Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</p>	IS 4.16 (b)	None required	Less than significant
<b>Transportation</b>			
<p>Conflict with a program, plan, ordinance, or policy</p>	IS 4.17 (a)	None required	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	IS 4.17 (b)	None required	Less than significant
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	IS 4.17 (c)	None required	Less than significant
Result in inadequate emergency access?	IS 4.17 (d)	None required	Less than significant
<b>Tribal Cultural Resources</b>			
Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	IS 4.18 (a)	None required	No impact
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code	IS 4.18 (b)	<p><b>MM- TCR-1: Native American Monitoring Agreement.</b> Prior to the issuance of a grading permit, the Permit Applicant shall enter into a Monitoring Agreement with the Consulting Tribe(s) for Native American Monitor(s) to be onsite during ground disturbing activities allowed by the grading permit. A Consulting Tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.1(b). Ground disturbing activities include excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. The Monitoring Agreement shall include, but is not limited to, the following provisions:</p> <p>a) Provide a minimum of 30 days advance notice to the</p>	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
<p>Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>		<p>Consulting Tribe(s) of all ground disturbing activities.</p> <ul style="list-style-type: none"> <li>b) Conduct a Pre-Grade Meeting with the Project archeologist, Consulting Tribe(s), and grading contractor(s).</li> <li>c) In conjunction with the Archaeological Monitor(s) required by Mitigation Measure <b>MM-CR-1</b> under Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA21256, the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.</li> <li>d) The onsite monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Native American Tribal Monitor(s) have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.</li> </ul> <p>The Project Proponent shall submit a fully executed copy of the Monitoring Agreement to the City of Jurupa Valley Planning Department to ensure compliance with this mitigation measure. If there are multiple Consulting Tribes involved, a separate Monitoring Agreement is required for each. The Monitoring Agreement shall not modify any condition of approval or mitigation measure.</p> <p><b>MM-TCR-2: Unanticipated Discovery:</b> The Permit Applicant or any successor in interest shall comply with the following for the life of the grading permit. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:</p> <ul style="list-style-type: none"> <li>a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site.</li> <li>b) In the event the unanticipated discovery includes human remains and/or cremations no photographs are to be taken except by the coroner, with written approval by the Consulting Tribes(s).</li> <li>c) The Consulting Tribe(s), the Project Archaeologist (retained by the Permit Applicant under Mitigation Measure <b>MM-CR-1</b>, Retain Professional Archaeologist), of this Initial Study/Mitigated Negative Declaration document for MA21256, and the City of Jurupa Valley Community Development</li> </ul>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>Department shall meet and confer, and discuss the find with respect to the following:</p> <ol style="list-style-type: none"> <li>1. Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so:</li> <li>2. Determine if the resource is listed or eligible for listing in the California Register on a “Local register of historical or resources” pursuant to Public Resources Code §5020.1 (k); or</li> <li>3. Pursuant to Public Resources Code § 5024.1 (c) as it pertains to the Consulting Tribe(s):                         <ol style="list-style-type: none"> <li>(1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage,</li> <li>(2) Is associated with the lives of persons important in our past,</li> <li>(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values,</li> <li>or (4) Has yielded, or may be likely to yield, information important in prehistory or history.</li> </ol> </li> </ol> <p>d) If the resource(s) are Native American in origin [and not a historical resource as defined by Public Resources Code §5020.1 (k) or §5024.1 (c)], the Consulting Tribe will retain it/them in the form and/or manner the Consulting Tribe(s) deems appropriate, for educational, cultural and/or historic purposes. If multiple Consulting Tribes (s) are involved, and a mutual agreement cannot be reached as to the form and manner of disposition of the resource(s), the City shall request input from the Native American Heritage Commission and render a final decision.</p> <p>e) If the resource(s) is both a tribal cultural resource and a historic resource, the Project Archaeologist, the Consulting Tribe(s), and the City of Jurupa Valley Planning Department shall meet and confer and discuss the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural and historic resource. Treatment, at a minimum, shall be consistent with Public Resources Code § 21084.3 (b). The appropriate treatment shall be prepared in conjunction with the Archaeological Treatment plan required by Mitigation Measure <b>MM-CR-2</b> of the Initial Study/Mitigated Negative Declaration for</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>MA20219. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</p> <p><b>MM-TCR-3: Final Report:</b> If a Tribal cultural resource is also a historic resource defined above, the resource shall be included in the Final Report required by Mitigation Measure <b>MM-CR-2</b> of the Initial Study/Mitigated Negative Declaration for MA21256.</p>	
<b>Utilities and Service Systems</b>			
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?	IS 4.19 (a)	None required	Less than significant
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years?	IS 4.19 (b)	None required	Less than significant
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?	IS 4.19 (c)	None required	Less than significant
Generate solid waste	IS 4.19 (d)	<b>PPP 4.19-1</b> Prior to the issuance of building permits, the	Less than

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		Project applicant shall submit a construction waste management plan in compliance with Section 4.408 of the 2013 California Green Building Code Standards.	significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	IS 4.19 (e)	<b>PPP 4.19-1</b>	Less than significant

## 2.0 Introduction

### 2.1 Purpose of the Environmental Impact Report

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (EIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the Project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the Project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (Guidelines § 21067). The City of Jurupa Valley has the principal responsibility for approval of the Project and related land use entitlements. For this reason, the City of Jurupa Valley is the CEQA lead agency for this Project.

The overall purpose of this EIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the Project. This EIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§21000 et seq.)

- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)
- City of Jurupa Valley Environmental Guidelines and Significance Thresholds, adopted June 4, 2020 by City Council Resolution No. 2020-40.

## 2.2 Document Format

This EIR contains all the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, §21000 et. seq. and California Code of Regulations, Title 14, Division 6, Chapter 3). CEQA requires that an EIR contain, at a minimum, certain specified content. In summary, the content and format of this EIR is as follows:

**Section 1.0, Executive Summary**, includes a Project introduction, a brief description of the Project, a summary of areas of controversy/issues to be resolved, a description of the Notice of Preparation (NOP) comments received, as well as a description of the Project alternatives and a summary of impacts, mitigation measures, and level of impacts following mitigation.

**Section 2.0, Introduction and Purpose**, provides introductory information about the CEQA process and the responsibilities of the City of Jurupa Valley, serving as the Lead Agency of this EIR. This section also includes a description of the document format as well as the purpose of CEQA and this EIR.

**Section 3.0, Project Description**, serves as the EIR's Project Description and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines § 15123.

**Section 4.0, Environmental Analysis**, provides an analysis of potential direct, indirect, and cumulative impacts that may occur with implementation of the Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted.

**Section 5.0, Project Alternatives**, describes and evaluates alternatives to the Project that could reduce or avoid the Project's adverse environmental effects.

**Section 6.0, Additional Topics Required by CEQA**, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, potential growth-inducing impacts of the proposed Project.

**Section 7.0, References** lists the references cited in the DEIR.

**Section 8.0, List of Preparers**, lists the persons who authored or participated in preparing this Draft EIR, including agencies and persons consulted.

**Technical Appendices.** CEQA Guidelines §15147 states that the "information contained in an EIR shall include summarized information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "[p]lacement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this Draft EIR are provided separately as

Technical Appendices. The Technical Appendices are available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City’s regular business hours or can be accessed at the following link:

<https://www.jurupavalley.org/DocumentCenter/Index/68>

### 2.3 Project Overview

The Project is proposing a 19.36-acre subdivision to construct 31 single family lots or 1.6 dwelling units per acre. To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0- *Project Description/Environmental Setting*.

#### General Plan Amendment (GPA) No. 21008

The project is proposing to amend *Figure 2-5: 2017 General Plan Land Use Plan* from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre.

#### Tentative Tract Map (TTM) No. 38171

Subdivide 19.36 acres into 31 single-family lots.

### 2.4 Project Location

The Project site consists of approximately 19.36 acres in the City of Jurupa Valley, Riverside County, California. From a regional perspective, the Project site is located in the southeastern portion of the City of Jurupa Valley, with State Route 60 (SR-60) approximately 1.70 miles north and Interstate 15 (I-15) approximately 2.75 miles to the west. At the local scale, the Project site is located on Limonite Frontage Road immediately adjacent to the west of the Project site and Riverview Drive immediately adjacent to the east of the Project site. The site is also identified by Riverside County Assessor’s Parcel Numbers 171-020-001, 171-020-002, 171 020 025. (Refer to Figure 3-1, Regional Location Map on page 3-2 and Figure 3.2, Vicinity Map/Aerial Photo on page 3-3.

### 2.5 Requested Entitlements and Permits

The anticipated approvals required for this Project are listed in Table 2.1, *Requested Entitlements*.

**Table 2.1 Requested Entitlements**

Agency	Entitlement/Permit
City of Jurupa Valley	Certification of the EIR Approval of General Plan Amendment Approval of Tentative Tract Map
Santa Ana Regional Water Quality Control Board	Issuance of National Pollution Discharge Elimination System (NPDES) Permit Issuance of Construction General Permit Coverage Issuance of Commercial General Permit Coverage

## 2.6 Notice of Preparation

To determine the scope of this EIR, the City prepared and distributed a Notice of Preparation (NOP) for the Project on June 29, 2022 to the State Office of Planning and Research, each responsible and trustee agency, and submitted to the Riverside County Clerk. Table 2.2, *Summary of Notice of Preparation Comments* on the following page summarizes the comments received regarding the NOP issued for this EIR and identifies the location in this EIR document where the comments are addressed.

**Table 2.2 Summary of Notice of Preparation Comments**

Agency/ Organization/ Individual	Date	Comments	Location in this EIR where Comment is Addressed
Native American Heritage Commission	7/1/22	Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project in order to avoid inadvertent discoveries of native American human remains and protection of tribal cultural resources.	Initial Study Section 4.18-Tribal Cultural Resources

All NOP comment letters are included in Appendix A-1 Initial Study Checklist (Appendix A) of this Draft EIR.

## 2.7 Initial Study

The City determined that an EIR would be required for the Project. Pursuant to CEQA Guidelines Section 15063 (c) (3), although an Initial Study was not required to make this determination, the preparation of an Initial Study was prepared to assist in the preparation of this EIR by:

- Focusing the EIR on the effects determined to be significant.
- Identifying the effects determined not to be significant.
- Explaining the reasons for determining that potentially significant effects would not be significant.

Based on the analysis contained in the Initial Study, which is attached to this EIR as Appendix A-1, *Initial Study Checklist*, the following environmental impacts have been screened out and are not discussed in this EIR:

### **Aesthetics.** Potential to:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway.
- In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings.
- Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

### **Agriculture and Forestry Resources.** Potential to:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned “Timberland Production.”
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

**Air Quality.** Potential to:

- Conflict with or obstruct implementation of the applicable air quality plan.
- 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.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

**Biological Resources.** Potential to:

- 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.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**Cultural Resources.** Potential to:

- Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.

**Energy.** Potential to:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

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

**Geology and Soils.** Potential to:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault.
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, seismic-related ground failure (including liquefaction, or landslides).
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable because of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property.
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

**Greenhouse Gas Emissions.** Potential to:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

**Hazards and Hazardous Materials.** Potential to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

**Hydrology and Water Quality.** Potential to:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:
  - Result in substantial erosion or siltation on- or off-site.
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
  - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
  - Impede or redirect flood flows.
  - In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

**Land Use and Planning.** Potential to:

- Physically divide an established community.

**Mineral Resources.** Potential to:

- Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

**Noise.** Potential to:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Generation of excessive groundborne vibration or groundborne noise levels.
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

**Population and Housing.** Potential to:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

**Public Services.** Potential to:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities the construction of which could cause significant environmental impacts for fire protection, police protection, schools, parks, or other public facilities.

**Recreation.** Potential to:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

**Transportation.** Potential to:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

**Tribal Cultural Resources.** Potential to:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**Utilities and Service Systems.** Potential to:

- 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.
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years.
- 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.
- Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

- Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

**Wildfire.** The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones as such, an analysis of wildfire impacts was not required.

## 2.8 Environmental Resources Analyzed in the EIR

Based upon the Initial Study analysis (Appendix A-1), comments received pursuant to circulation of the Notice of Preparation (NOP) (Appendix A-2 NOP and Appendix A-3 Comment Letters), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 2.3, *Summary of Environmental Impacts Addressed in the EIR*.

**Table 2.3 Summary of Environmental Impacts Addressed in the EIR**

Environmental Topic Section	Threshold	Description of Impact
4.1 Hazards and Hazardous Materials	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	The Project site is located within two airport compatibility Zones C (17.95 acres) and D (0.6 acres). <sup>2</sup> Zone C requires a land use density less than or equal to 0.2 dwelling units per acre and 20% open space requirement with a minimum width of 75 feet and length of 300 feet at a general or specific plan level or when a project is 10 acres or more. The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2005 Flabob Airport Land Use Compatibility Plan
4.2 Land Use and Planning	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

As noted above, based on the analysis contained in the Initial Study (Appendix A-1), this section of the EIR analyzes and describes the potential environmental impacts associated with the implementation of the Project. The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental resource. Environmental resources addressed in this EIR are presented in the following sections:

- 4.1 Hazards and Hazardous Materials
- 4.2 Land Use and Planning

<sup>2</sup> Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

## 2.9 Incorporated Documents

CEQA Guidelines §15150 permits the incorporation by reference of all or portions of other documents that are generally available to the public. Any document incorporated by reference shall be made available to the public for inspection at a public place or public building and requires that the EIR state where the incorporated documents will be made available for public inspection.

The following documents have been incorporated by reference and cited as appropriate:

- *City of Jurupa Valley General Plan*, adopted by the City Council on September 7, 2017, and as currently amended.
- *City of Jurupa Valley General Final Environmental Impact Report*, certified by the City Council on September 7, 2017.
- *City of Jurupa Valley Municipal Code* (various chapters), approved through February 16, 2023.

The above-described documents are on file with the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509 and online at: <https://www.jurupavalley.org/> and are hereby incorporated by reference.

## 2.10 Public Review of the EIR

This EIR is being distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code § 21092(b) (3), the EIR is being provided to all parties who previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft EIR are being distributed as required by CEQA.

The Draft EIR and technical appendices were made available for a minimum 45-day public review period from **September 29, 2023**, to **November 13, 2023**.

All files are available at the following links:

<https://www.jurupavalley.org/DocumentCenter/Index/68> (see folder labeled MA21256 Saddlehorn Ranch)

Governor's Office of Planning and Research, CEQAnet Web Portal at <https://ceqanet.opr.ca.gov/> Enter "2022060680" in the search box and find under "MA21256 Saddlehorn Ranch."

Written comments regarding this EIR should be addressed to:

Thomas Gorham, Principal Planner  
City of Jurupa Valley Planning Department  
8930 Limonite Avenue, Jurupa Valley CA 92509  
Phone: 951-322-6464  
Fax: 951-332-6995  
Email: tgorham@jurupavalley.org

After the public review period, the City will issue the Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, and any revisions to the Draft EIR). The Final EIR will be available

for public review for a minimum of 10 days prior to the City Council taking any action on the Project. The City of Jurupa Valley Planning Commission has the authority to recommend, conditionally recommend, or not recommend the Project for approval. The City of Jurupa Valley City Council has exclusive authority to approve, conditionally approve, or deny the Project.

If the Project is approved, the City Council may impose mitigation measures specified in the Final EIR as conditions of Project approval. Alternatively, the City Council could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the City Council will be required to adopt a Statement of Overriding Considerations finding that the impacts are considered acceptable because specific overriding considerations from the Project’s benefits outweigh the impacts in question.

### 3.0 Project Description / Environmental Setting

#### 3.1 Project Location

The Project consists of approximately 19.36 gross acres (18.56 net acres) and is located south of Limonite Frontage Road and Riverview Drive to the south. (Refer to *Exhibit 3-2, Project Site Location Map/Aerial Photo*). The Project site includes the following Assessor Parcel Number (APN): 186-160-021 (Refer to Figure 3-1, Regional Location Map on page 3-5 and Figure 3.2, Vicinity Map/Aerial Photo on page 3-6.

#### 3.2 Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” Thus, the environmental setting for the Project is the date that the Project’s Notice of Preparation was published, which is June 29, 2022. On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.1 - *Land Uses/General Plan Land Use Designations/Zoning Classifications*.

**Table 3.1 Land Uses/General Plan Land Use Designations/Zoning Classifications**

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Single-Family Residential and vacant land.	EDR (Ranch)	A-1 (Light Agriculture)
North	Single-Family Residential	EDR (Ranch) MDR (Medium Density Residential)	R-A (Residential Agriculture) R-1-80 (One Family Dwelling)
South	Single-Family Residential and Horse Ranches.	EDR (Ranch) LDR (Country Neighborhood)	A-1(Light Residential) R-A (Residential Agriculture)
East	Riverview Drive and Single-Family Residential.	EDR (Ranch)	A-1(Light Residential)

Location	Current Land Use	General Plan Land Use Designation	Zoning
West	Limonite Frontage Road, Single Family Residential, Limonite Avenue.	LDR (Country Neighborhood) MDR (Medium Density Residential)	R-A (Residential Agriculture) R-1-80 (One Family Dwelling)

Source: City of Jurupa Valley-General Plan Land Use Map August 2020, Google Earth Pro.

### 3.3 Project Description Summary

The Project is proposing a 19.36-acre subdivision to construct 31 single family lots or 1.6 dwelling units per acre. To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0- *Project Description/Environmental Setting*.

#### General Plan Amendment (GPA) No. 21008

The project is proposing to amend *Figure 2-5: 2022 General Plan Land Use Plan* from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre.

#### Tentative Tract Map (TTM) No. 38171

Subdivide 19.36 acres into 31 single-family lots.

### 3.4 Project Objectives

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential uses. The following is a list of specific objectives that the Project is intended to achieve:

- Assist the City in meeting its housing goals and reflect anticipated market needs and public demand, by providing a diverse range of home types with the intent to blend into the City of Jurupa Valley’s rural character.
- Develop a vacant residential property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

### 3.5 Proposed Improvements

#### Street Improvements and Access

Proposed internal streets will be private roads. Dedication at entrance to accommodate public improvements will be required (i.e., curb ramps).

#### Lighting

The Project includes the installation of outdoor nighttime lighting throughout the Project site. All outdoor lighting shall be designed and installed to comply with California Green Building Standards Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standards Code Section 101.7, whichever is more stringent.

### Water and Sewer Improvements

Water: The Project will connect to the existing 8-inch diameter waterline in Riverview Drive.

Sewer: The Project will connect to the existing 8-inch diameter sewer line at the intersection of Riverview Drive and Rio Road.

### Drainage Improvements

Drainage for the Project will preserve the existing drainage path from the west to the east and consists of curbs, gutters, a slotted grate drain inlet, and a bioretention basin. High flows will be conveyed through a new storm drain located to Riverview Drive.

## 3.6 Construction and Operational Characteristics

### Construction

Construction of the Project is expected to take approximately 19 months and be open in 2024. Demolition of the existing 1,50 square foot residential structure will take approximately 2 weeks, site preparation and grading will take approximately 2 months and building construction, paving, and application of architectural coatings taking approximately 16 months. The natural topography of the Project site is relatively flat so no unusual grading conditions are present and substantial import or export of earth materials is not expected.

During all phases of construction, all construction equipment and materials storage would occur within the Project site. No off-site staging area for trucks or equipment would be required during construction activities. To avoid or minimize temporary construction-related traffic impacts throughout site preparation and construction activities, the Project Applicant would be required to prepare and implement a City-approved construction traffic management plan. Table 3.2, *Construction Equipment Assumptions*, shows the heavy construction equipment that is expected to be used for grading the Project site.

**Table 3.2 Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Tractors/Loaders/Backhoes	4	8
	Rubber Tired Dozers	3	8
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
	Excavators	2	8
Building Construction	Cranes	1	7
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	7

Activity	Equipment	Number	Hours Per Day
Paving	Welders	1	8
	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coatings	Air Compressors	1	6

Source: Air Quality and Greenhouse Gas Appendix A-1 Impact Study Checklist (Appendix A).

### Operational Characteristics

The Project consists of a residential development with typical operational activities including vehicle trips from residents, visitors, service and delivery vehicles and the operation of air conditioning equipment, lawnmowers, leaf blowers, and maintenance equipment associated with single-family residential neighborhoods.

Figure 3-1 Regional Location Map

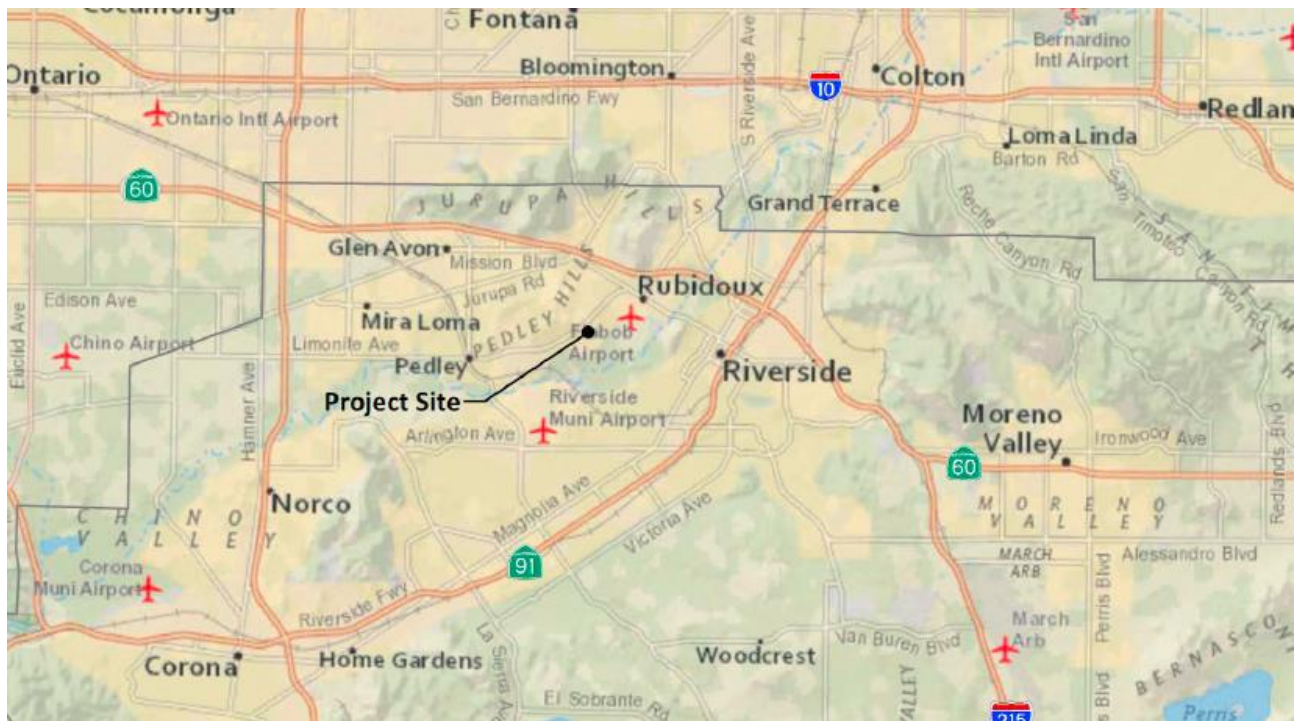


Figure 3-2 Vicinity Location Map/Aerial Photo

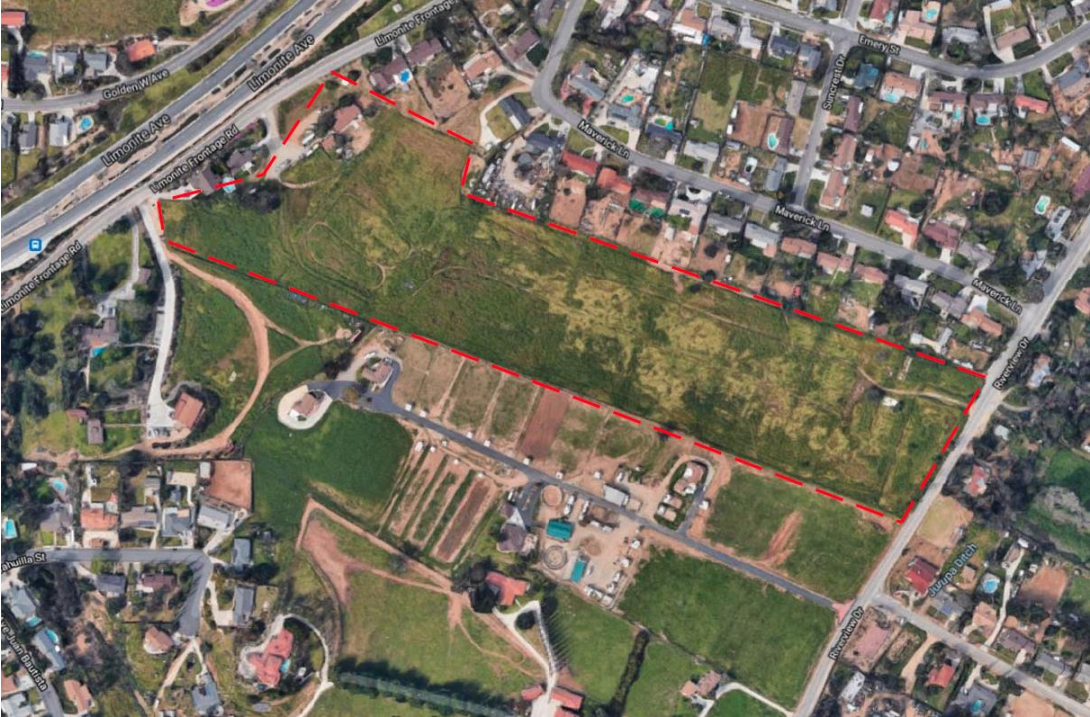
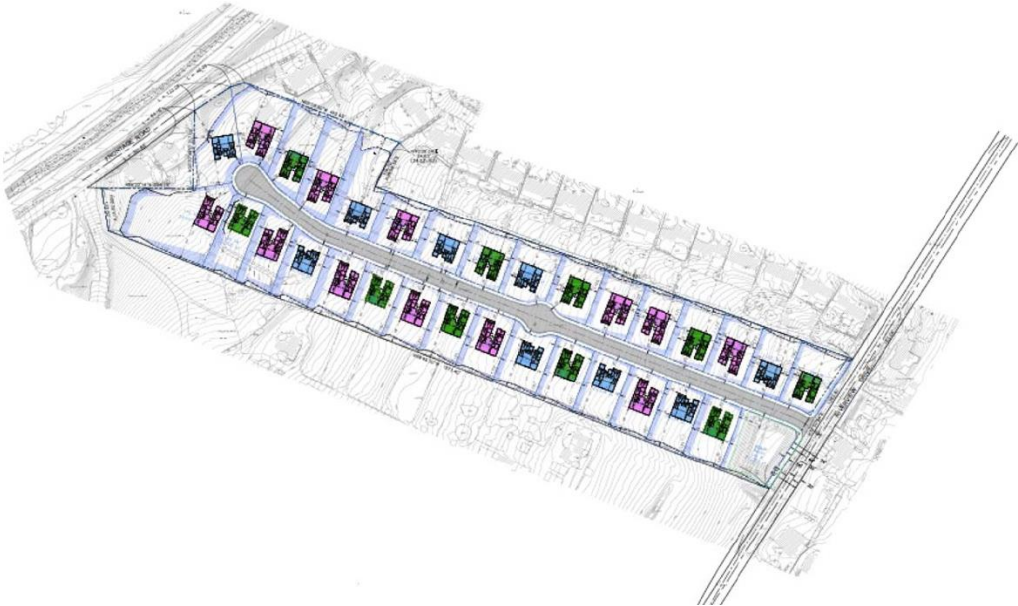


Figure 3-3 Conceptual Site Plan



## 4.0 Environmental Analysis

### Scope of the EIR

As noted in Section 2.7, an Initial Study was prepared to assist in the preparation of this EIR by:

- Focusing the EIR on the effects determined to be significant.
- Identifying the effects determined not to be significant.
- Explaining the reasons for determining that potentially significant effects would not be significant.

Based on the analysis contained in the Initial Study, which is attached to this EIR as Appendix A-1, certain environmental impacts have been screened out and are not discussed in this EIR as described on pages 2-4 through 2-7 and are not repeated here.

Based upon the Initial Study analysis (Appendix A-1), comments received pursuant to circulation of the Notice of Preparation (NOP), (Appendix A-2 NOP and Appendix A-3 Comment Letters), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 4.1- *Environmental Impacts Addressed in the EIR*.

**Table 4.1 Environmental Impacts Addressed in the EIR**

Environmental Topic Section	Threshold	Description of Impact
4.1 Hazards and Hazardous Materials	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	The Project site is located within two airport compatibility Zones C (17.95 acres) and D (0.6 acres). <sup>3</sup> Zone C requires a land use density less than or equal to 0.2 dwelling units per acre and 20% open space requirement with a minimum width of 75 feet and length of 300 feet at a general or specific plan level or when a project is 10 acres or more. The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan
4.7 Land Use and Planning	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

<sup>3</sup> Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

Each of the environmental resources described above is analyzed by responding to a series of questions pertaining to the impact of the Project on the particular resource. Based on the results of the Impact Analysis, the effects of the Project are then placed in one of the following four categories, which are followed by a summary to substantiate the factual reasons why the impact was placed in a certain category.

Significant and Unavoidable Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Impact(s) have been identified or anticipated that cannot be mitigated to a level of insignificance.	Potentially significant impact(s) have been identified or anticipated, but mitigation is possible to reduce impact(s) to a less than significant category. Mitigation measures must then be identified.	No "significant" impact(s) identified or anticipated. Therefore, no mitigation is necessary.	No impact(s) identified or anticipated. Therefore, no mitigation is necessary.

Throughout the impact analysis in this EIR, reference is made to the following:

- Plans, Policies, Programs (PPP)** – These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, state, or local law currently in place that effectively reduce environmental impacts. If applicable, they will be identified in the Analysis section for each topic.
- Mitigation Measures (MM)** – These measures include feasible requirements that are proposed where the impact analysis determines that implementation of the proposed Project would result in significant impacts. Mitigation measures are proposed to reduce impacts to less than significant levels in accordance with the requirements of CEQA.

If applicable to the analysis for a certain environmental resource, Plans, Policies, or Programs (PPP) were assumed and accounted for in the assessment of impacts for each resource. Mitigation Measures were formulated only for those resources where the results of the impact analysis identified significant impacts, if applicable and feasible. Both types of measures described above will be required to be implemented as part of the Project if indicated in the analysis.

### Scope of Cumulative Impact Analysis

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

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

- A. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analysis in this EIR uses both methods as described more specifically in each cumulative impact section. The geographic area in which cumulative impacts are considered varies between the type of resources that is evaluated. For instance, for utilities and service systems, the area considered is the service area of each utility provider. The geographic scope of air quality is the South Coast Air Basin, which is the air basin where the project site is located.

Table 4.2 shows the cumulative projects within an approximately 2.5-mile radius of the Project site. The table specifies dwelling units and the nonresidential area associated with the projects. Figure 4-1 gives a graphical representation of the project locations.

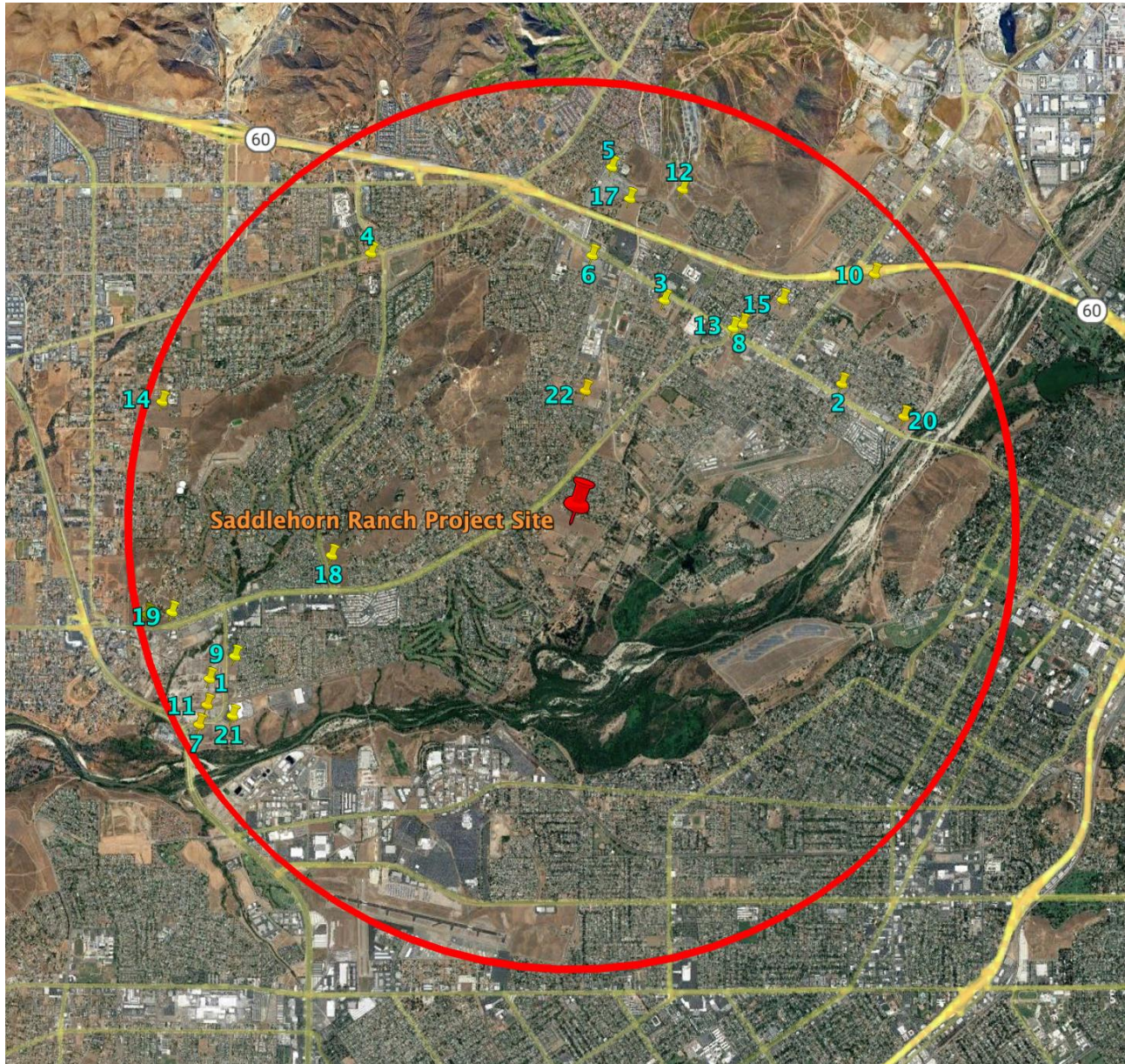
**Table 4.2 Cumulative Project List**

Project ID No.	Project	Land Uses	Dwelling Units	Non-Residential (sf)
1	Appaloosa Springs	Single-Family Detached Housing	253	---
2	MA17280	Neighborhood Commercial	---	12,180
3	Mondragon Auto Repair	Coffee/Donut Shop w/ Drive-thru	---	2,400
4	Madone Collection	Single-Family Detached Housing	35	---
5	Mission Village Shopping Center	Commercial		50,000
6	KY Spices	Manufacturing Facility	---	91,852
7	Action Plumbing	Plumbing Supply Store	---	9,736
8	Serrano Oaks	Multi-Family Housing (Townhomes)	66	---
9	The District	Specific Plan (Multi-family residential, commercial, industrial)	1,192	3,000,000
10	Platinum Storage	Mini-Storage	---	88,898
11	Highland Park	Master Planned Community Single Family Homes	398	---
12	Mission Plaza	Commercial (Shopping Center)	---	118,683
13	TTM 36702	Single Family Homes	17	---
14	Avalon Court	Single-Family Detached Housing	24	---
15	Pedley Station	Commercial (Dental offices, retail, drive-thru coffee or fast food)	---	7,990
16	TTM37211	Single Family Homes	48	---
17	MA17042	Multi-Family Housing	121	---
18	MA17156	Senior Housing	44	---

19	Mission Gateway Plaza & Villas	Mixed Use (Multifamily and Commercial)	68	31,375
20	General Dr and Clay St Industrial Park	5 Industrial Buildings	---	328,056
21	Las Palmas	Single-Family Detached Housing	35	

Sources: City of Jurupa Valley Cumulative Project List

**Figure 4-1 Location of Cumulative Projects**



## 4.1 Hazards and Hazardous Materials

### 4.1.1 Introduction

The Initial Study<sup>2</sup> that was prepared as part of the Notice of Preparation (NOP) determined that the proposed Project "...may result in or cause potentially significant impacts related to:

- Hazards (for a project located within an airport land use plan, result in a safety hazard for people residing or working in the Project area)." (Initial Study, Appendix A-1).

This section examines the potential environmental impacts of the proposed Project relative to airport-related hazards. The remaining environmental questions or issues in the Initial Study related to other hazards or hazardous materials were screened out or removed from more detailed analysis in this EIR (i.e., they were determined to have "no impact", a "less than significant impact", or be "less than significant with mitigation incorporated" in the Initial Study).

### 4.1.2 Existing Conditions

The Project site is primarily vacant and is bounded by Riverview Drive to the east, Limonite Frontage Road to the west, and residential uses to the north and south. At its closest point the Project site is located approximately 3,320 feet northeast of the Flabob Airport runway, a general aviation airport which began operations in 1925. The airport has an approved Airport Land Use Compatibility Plan (ALUP) from 2004 which establishes safety or compatibility zones around the airport to facilitate safe and efficient air operations at the airport.

### 4.1.3 Airport Hazards

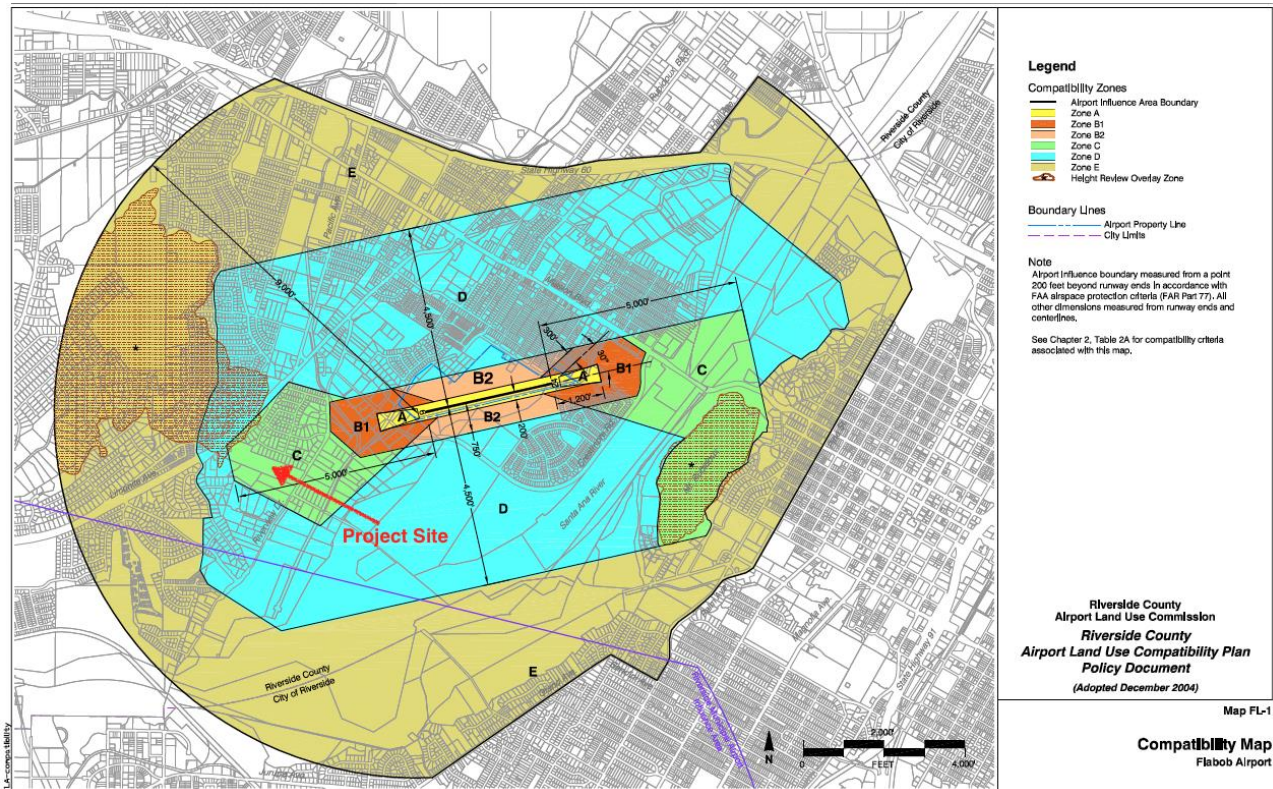
The Project site is located within two airport compatibility Zones C (17.95 acres) and D (0.6 acres).<sup>4</sup> Zone C requires a land use density less than or equal to 0.2 dwelling units per acre and 20% open space requirement with a minimum width of 75 feet and length of 300 feet at a general or specific plan level or when a project is 10 acres or more. Zone D limits residential density to 0.2 to 0.4 du/ac with a 10% open space requirement.

The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2004 Flabob Airport Land Use Compatibility Plan. The location of the Project site in relation to the Airport's Compatibility Zones is shown in Exhibit 4.3.1.

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<sup>4</sup> Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

**Exhibit 4.3.1 Flabob Airport Land Use Compatibility Zones (and Project Site)**



#### 4.1.4 NOP Comments

A Notice of Preparation (NOP) for the Project was released for public review on June 29, 2022, no comments were made that pertain to hazards and hazardous materials.

#### 4.1.5 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and regulations related to hazards and hazardous materials pertaining to airport use and safety.

#### Federal Regulations

##### Federal Aviation Regulation (FAR) Part 77

The Federal Aviation Administration (FAA) is the agency of the United States Department of Transportation (USDOT) responsible for the regulation and oversight of civil aviation within the U.S., and its primary mission is to ensure safety of civil aviation. Airports that serve scheduled passenger air service are governed by Code of Federal Regulations (CFR) 14 Part 139 and related regulations. According to the FAA website, “Civilian airports that do not serve scheduled passenger service are typically known as general aviation airports. These airports usually serve private aircraft and small aircraft charter operations. Part 139 typically does not apply to general aviation airports because they do not serve defined air carrier operations, as such the Flabob Airport is not governed by Part 139. However, the airport it is governed by Part 77 regulations regarding navigable airspace.

The FAA utilizes the criteria contained in Federal Aviation Regulation (FAR) Part 77 to determine reporting requirements, the impact of a proposed structure on imaginary surfaces that could affect navigable airspace, and whether the structure, if constructed, will require lighting and/or marking. FAR Part 77 defines the criteria for determining if a structure will require reporting to the FAA, if the structure exceeds the stated criteria and whether the structure has an impact on navigable airspace. If the FAA determines that there is an impact to navigable airspace, a Notice of Presumed Hazard (NPH) will be issued, and an aeronautical study is conducted. If the FAA determines that the proposed structure has a substantial adverse impact, they will issue a Determination of Hazard. In some cases, the FAA will offer a project proponent options to mitigate the adverse impact, e.g., lower the structure, redesign etc.

## State Regulations

### California Public Utilities Code §§21670- 21679.5

The State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670- 21679.5. The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC or Commission) and the adoption of airport land use compatibility plans by the Commission to assist the County and affected cities in land use planning in the vicinity of airports. The Commission has adopted an Airport Land Use Compatibility Plan for Western Riverside County (ALUP), which applies to all cities in Western Riverside County and includes polices and compatibility criteria for Flabob Airport.

## Local Regulations

### City of Jurupa Valley General Plan

The Project site is subject to the following policies of the City General Plan that address the Flabob Airport:

#### Land Use Element

- **LUE 5.55 ALUP Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in *Appendix 4.0*, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.
- **LUE 5.56 Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.
- **LUE 5.57 Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.
- **LUE 5.58 Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in *Appendix A-4.0* and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.

- **LUE 5.61 Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.
- **LUE 5.62 Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.
- **LUE 5.63 Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- **LUE 5.65 Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

#### 4.1.6 Methodology

The development aspects of the proposed Project will be compared to applicable requirements of the Airport Land Use Compatibility Plan (ALUP) of Flabob Airport, including airport operational safety as well as land use compatibility. If necessary, the *California Airport Land Use Planning Handbook* will be used as an additional reference against which to evaluate the proposed development. An Aeronautical Obstruction Evaluation Study was also prepared by Allen Aviation Consulting Services, LLC., (Appendix B-1) for the Project and appropriate information from that report will be used to evaluate safety-related issues of the Project on airport operations. Finally, the Project’s consistency with the City’s General Plan policies will be evaluated.

#### 4.1.7 Thresholds of Significance

Section IX of Appendix G to the CEQA Guidelines addresses typical adverse effects due to hazards and hazardous materials and includes the following threshold question to evaluate the Project’s impacts as it pertains to safety hazards to or from an airport .

#### 4.1.8 Impact Analysis

Threshold 4.1 (e). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	✓			

#### 4.1.8.1 Applicable Regulations

##### Federal Regulations

- Federal Aviation Regulation (FAR) Part 77 as discussed in 4.1.4 above.

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## State Regulations

- State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670-21679.5 as discussed in 4.1.4 above.

## General Plan Policies

- **LUE 5.55 ALUP Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in *Appendix 4.0*, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.
- **LUE 5.56 Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.
- **LUE 5.57 Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.
- **LUE 5.58 Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in *Appendix A-4.0* and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.
- **LUE 5.61 Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.
- **LUE 5.62 Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.
- **LUE 5.63 Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- **LUE 5.65 Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

## Plans, Policies, and Programs

- PPP 4.1-3** All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

## Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to Threshold e.

## Conditions of Approval

There are no Conditions of Approval (COAs) applicable to the Project pertaining to Threshold e.

### 4.1.8.2 Discussion

#### Level of Significance Before Mitigation

According to the *California Airport Land Use Planning Handbook*, October 2011, "...the land use compatibility concerns of airport land use commissions (ALUCs) fall under two broad headings identified in state law: noise and safety. However, for purposes of formulating compatibility policies and criteria, further dividing these basic concerns into four functional categories is more practical. These categories are:

- *Noise: As defined by the exposure to noise attributable to aircraft operations.*
- *Overflight: As defined by the annoyance and other general concerns arising from routine aircraft flight over a community.*
- *Safety: As defined by the protection of people on the ground and in the air from accidents.*

*Airspace Protection: As defined by the protection of airspace from hazards to flight." (page 3- 1, Airport Land Use Planning Handbook, 2011).*

Of the above-described categories, noise and overflight were screened out as an issue by the Initial Study as the Project's Noise Impact Study found that the expected noise levels from the Flabob Airport at the project site fall within the normally acceptable limit (less than 60 dBA). Therefore, the exterior noise impact from the airport would be within the allowable limits for residential land uses and the project is considered compatible with the surrounding land use and noise environment. Additionally, standard building design and construction methods would provide adequate noise attenuation to comply with the indoor noise standard of 45 CNEL and thereby not expose residents of the Project to excessive noise levels. The primary compatibility concern with the Project involves safety for people on the ground in the event of an aircraft accident.

According to the *California Airport Land Use Planning Handbook*, October 2011, "From the standpoint of land use planning, two variables determine the degree of risk posed by potential aircraft accidents:

- *Accident Frequency: Where and when aircraft accidents occur in the vicinity of an airport; and*
- *Accident Consequences: Land uses and land use characteristics that affect the severity of an accident when one occurs. (page 3-11, Airport Land Use Planning Handbook, 2011).*

Table 4.3 describes the basic compatibility criteria applicable to Zones C and D.

**Table 4.3 Basic Airport Land Use Compatibility Criteria for Zones C & D**

Zone	Maximum Densities/Intensities					Prohibited Uses	Other Development Conditions
	Residential d.u/ac	Other Uses (people/ac) (1)					
		Average	Single Acre	With Bonus	Req'd Open Land		
<b>C. Extended Approach/Departure Zone</b>	0.2 (average parcel size $\geq$ 5.0 ac.)	75	150	195	20%	Children's schools, day care centers, libraries; Hospitals, nursing homes; Buildings with $>$ 3 aboveground Habitable floors; Hazards to flight. <sup>1</sup>	Airspace review required for objects $>$ 70 feet tall. Deed notice required. Minimum NLR of 20dB in residences (including mobile homes) and office buildings.
<b>D. Primary Traffic Patterns and Runway Buffer Area.</b>	$\leq$ 0.2 (average parcel size greater than or equal to 5.0 ac.) or $\geq$ 5.0 (average parcel size $\leq$ 0.2 ac.)	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses; Hazards to flight. <sup>1</sup>	Airspace review required for objects $>$ 70 feet tall. Deed notice required. Children's schools, hospitals, nursing homes discouraged.

Source: Riverside County Airport Land Use Compatibility Plan, 04-Vol. 1 Countywide Policies.

<sup>1</sup> - Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

**1. ALUP Consistency.** On October 14, 2021, the Riverside County Airport Land Use Commission (ALUC) Development Review and staff report for case number ZAP1036FL21 (Appendix B-2), was issued that determined the following requested entitlements of the proposed Project were inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan:

1) General Plan Amendment (GPA) No. 21008, a proposal to amend Figure 2-5: 2017 General Plan Land Use Plan from EDR (Ranch) maximum 0.5 du/acre to LDR (Country Neighborhood) maximum 2.0 du/ac for the proposed 19.36-acre residential parcel because of the Project site's location within Compatibility Zones C and D, whereas Zone C limits residential density to 0.2 du/ac and Zone D limits residential density to 0.2 to 0.4 du/ac.

2) Tentative Tract Map (TTM) No.38171, a proposal to subdivide the approximately 19.36-acre parcel into 31 for single-family lots with a proposed density of 1.6 du/ac.

The ALUC determined the Project was not consistent with the Flabob ALUP due to the residential density restrictions for Zone C limit of residential density to 0.2 du/ac and Zone D limit of residential density to 0.2 to 0.4 du/ac. Additionally, the ALUC reviewed the Project under County Wide Policy 3.3.1 Infill which allows for greater densities than would otherwise be permitted in Zones C and D,

but caps the densities at double the allowable density for the zone. As the maximum density in Zone C is 0.2 dwelling units per acre, and the maximum density in Zone D is either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre, doubling the density increases the limit from 0.2 to 0.4 dwelling units per acre for Zone C, and from 0.2 to 0.4 dwelling units per acre (on the low end), and from 5.0 to 10.0 dwelling units per acre (on the high end) for Zone D. The project's density of 1.60 dwelling units per acre would still be inconsistent with the doubled density provision for both zones.

The ALUC also found that the project fails to provide the required open space areas for emergency landings. Compatibility Zone C requires 20% and Zone D requires 10% of open area for projects 10 acres or larger be set aside as open area that could potentially serve as emergency landing areas. The ALUC staff report indicated that approximately 17.95 acres was located within Zone C requiring 3.59 acres of open space and approximately 0.6 acres located within Zone D requiring 0.06 acres of open space for a total of 3.65 acres of open space requirements.

Finally, the ALUC found that the project had not accepted or confirmed provisions for water quality basin(s) to reduce Hazards to Flight concerning wildlife populations on or near airports that could significantly increase the potential for Bird Aircraft Strike Hazards (BASH). To reduce the potential Hazards to Flight impacts from BASH to Less than significant Mitigation Measure (MM) Haz-1 is required.

Therefore, the Project exceeds or is not consistent with the Zone C and D restrictions for residential density or open space requirements. However, it should also be noted the Project proposes no uses that are specifically prohibited within Zones C and D (e.g., day care centers, building with 3 aboveground habitable floors, etc.).

**2. Airport Operations and Public Safety.** While the ALUC determined the Project is not consistent with the Flabob Airport ALUP, the City's CEQA significance threshold is based on whether the Project would "*result in a safety hazard for people residing or working in the project area*" and not strictly whether it is consistent with the ALUP. To that end, the applicant submitted a safety evaluation of the proposed Project prepared by Allen Aviation Consultant Services, LLC., (Appendix B-1).

The Allen Aviation Aeronautical Obstruction Evaluation Study report prepared a Federal Aviation Regulation (FAR) Part 77 evaluation of the Project for objects affecting navigable airspace. According to the FAA the federal regulation establishes requirements to notify the FAA of certain construction or alterations and obstruction standards for proposed construction or alteration of existing structures. Any object that exceeds Part 77 Obstruction Standards is considered an obstruction and presumed to be a hazard to air navigation unless further aeronautical study concludes the obstruction would not affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Part 77 applies to both existing and proposed objects as well as existing and planned runways. While this federal regulation mandates notice requirements and establishes obstruction standards, the FAA has no legal authority to prohibit construction of structures regardless of proximity to public use airports. State governments and/or local municipalities with zoning, permitting, and land (property) use authority can deny construction applications that would encroach on public use airports.

The Allen Aviation Report concluded the buildings of the Project, as proposed, would not infringe on the imaginary surfaces of the navigable airspace or other safety criteria established for the Flabob Airport (page 12, Allen Aviation, 2023).

Additionally, the FAA issued “No Hazard to Air Navigation” Determination Letters attached as Appendix B-3. This analysis determined the Project would also not have significant impacts on these airport safety and flight operations.

**3. General Plan Consistency.** Table 4.4 below evaluates the Project relative to the policies of the City’s General Plan that relate to Flabob Airport.

**Table 4.4 General Plan Consistency Analysis (Hazards)**

General Plan Policy	Consistency Analysis
<b>LAND USE ELEMENT</b>	
<p><b>LUE 5.55 ALUP Compliance.</b> Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in <i>Appendix 4.0</i>, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the Project, including the proposed General Plan Amendment and Change of Zone, is not consistent with the Flabob ALUP.</p>
<p><b>LUE 5.56 Development Review.</b> Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City’s General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission’s determination of inconsistency, or 3) the Commission elects not to review a particular action.</p>	<p><b>Consistent.</b> The Project was submitted to the ALUC for review.</p>
<p><b>LUE 5.57 Continued Airport Operation.</b> Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts</p>	<p><b>Not Fully Consistent.</b> The Initial Study determined the proposed Project would not experience significant noise impacts from the airport and the Allen Aviation Consulting Services Report determined the Project would not create significant safety impacts on airport operations. However, the evaluation letter from ALUC determined the Project was not consistent with the Flabob ALUP.</p>
<p><b>LUE 5.58 Consistency Requirement.</b> Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in <i>Appendix A- 4.0</i> and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the Project was not consistent with the Flabob ALUP.</p>

General Plan Policy	Consistency Analysis
<p><b>LUE 5.61 Cluster Development.</b> Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP. The site plan does not cluster uses in a way that would achieve compatibility with the ALUP. Therefore, the proposed General Plan Amendment would not be consistent with the Flabob ALUP</p>
<p><b>LUE 5.62 Bird-attracting Uses.</b> In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine- powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.</p>	<p><b>Consistent.</b> Mitigation Measure (MM) HAZ-1 Airport Wildlife Attractant Mitigation implementation will reduce the potential that the proposed Project would not attract birds or other wildlife that would be detrimental to airport operations.</p>
<p><b>LUE 5.63 Encroachment.</b> Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.</p>	<p><b>Consistent.</b> The Project would not introduce any structures that would encroach into or adversely affect navigable airspace.</p>
<p><b>LUE 5.65 Airport Referrals.</b> Submit all development proposals located within an Airport Influence Area to the affected airport for review.</p>	<p><b>Consistent.</b> The proposed Project was submitted to ALUC for review and comment.</p>

Source: City of Jurupa Valley General Plan, Land Use Element, adopted September 17, 2017.

### Level of Significance

The proposed Project is not consistent with the land use intensity limits or open space requirements of the Flabob ALUP. However, the Allen Aviation Report and FAA Determination Letters demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The evaluation in Table 4.3-2 demonstrates the proposed Project is not fully consistent with all of the policies of the City General Plan relative to the Flabob Airport. It is important to note the General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for both residential uses. Based on the available information and erring on the side of caution, it is concluded the Project may result in a significant environmental impact in terms of airport hazards (i.e., Flabob ALUP inconsistency). Because there is no feasible mitigation for this impact, approval of the Project will require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved due to this inconsistency with the Flabob ALUP.

#### 4.3.8.3 Mitigation Measures

Any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP density and open space requirements would require a reduction of residential units on the site. The current General Plan Land Use on the site would provide for development of 10 residential units, however under the ALUP only 3 units would be allowed in Zone C under the 0.2 du/acre, and 3 units in Zone D under the 5 du/acre allowable density. No units would be allowed in Zone D under the ALUC 0.2 du/acre density requirement. The maximum number of units under the ALUP would only permit up to 6 units, therefore project would remain inconsistent if developed within the current land use provisions and ALUP density requirements.

#### **MM-Haz-1 Airport Hazardous Wildlife Attractant Mitigation:**

- *The water quality basin (WQB) shall be designed to provide a 48-hour drawdown time during a 24-hour rainfall event.*
- *Regular maintenance shall be provided to eliminate seeding, shelter, and unsuitable vegetation.*
- *Establish a planting, maintenance, and management plan for the WQB and the surrounding areas to ensure compliance with the ALUC requirements. The plan should specifically address measures to minimize attractiveness of the proposed basin for hazardous bird species.*
- *Proposed plantings for the project used to landscape the WQB shall comply with the ALUC's landscaping brochure recommendations to avoid landscaping or provide appropriate landscaping that will not attract hazardous wildlife.*
- *Per the ALUC's Landscaping Near Airports brochure recommendations, trees planted around the proposed WQB should be spaced to prevent overlapping crown structures. In addition, planting trees with verifiable canopy heights, as noted in the ALUC brochure is recommended.*
- *The WQB shall be designed to include slopes greater than 2:1 or 3:1 in the "hydromod" portions of the facility in order to minimize shelter and nesting opportunities for hazardous wildlife.*
- *Per the ALUC a notice sign, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the WQB basin.*

#### **4.1.8.4 Level of Significance After Mitigation**

No feasible mitigation is available to eliminate the identified inconsistency of the Project with the Flabob ALUP, related to density or open space, therefore potential impacts related to airport safety are **significant and unavoidable**. A Statement of Overriding Considerations for this impact will be required if the Project is approved.

#### **4.1.8.5 Cumulative Impacts**

The area of potential cumulative effects relative to airport hazards is the influence area of the Flabob Airport as outlined in the Flabob Airport Land Use Plan (ALUP). The 2004 ALUP identified a number of vacant properties with General Plan land use designations and/or zoning classifications that, if developed, would be in conflict with the land use intensity limits of the Flabob ALUP for Compatibility Zones C and Zone D, as shown in Figure 4.3.1.

There were no feasible mitigation measures identified to reduce Project-level impacts, in this regard to less than significant levels. Since the Flabob ALUP also identifies a number of potential land use conflicts for future development within Zones C and D of the ALUP, development of the proposed Project, due to the inconsistency with the Flabob ALUP, could make a significant contribution to a cumulatively considerable impact related to airport safety and land use compatibility. This impact is considered **significant and unavoidable**. Approval of the proposed Project would require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved since the ALUC determined the Project was not consistent with the land use intensity limits of Zone C and D of the Flabob ALUP.

## 4.2 Land Use and Planning

### 4.2.1 Introduction

The Initial Study that was prepared as part of the Project Review determined that the proposed Project "...may result in or cause potentially significant impacts related to:

- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

This section examines the potential environmental impacts of the proposed Project relative to consistency with land use designations on the site as well as those of surrounding properties. The remaining environmental questions or issues in the Initial Study related to other land use and planning impacts were screened out or removed from more detailed analysis in this EIR (i.e., they were determined to be less than significant as outlined in the Initial Study). The following analysis is based on information obtained from: the *Jurupa Valley General Plan* (City of Jurupa Valley 2017a); the *Jurupa Valley Zoning Map* (City of Jurupa Valley 2017b), the *City of Jurupa Valley Municipal Code* (City of Jurupa Valley 2017c); Southern California Association of Governments (SCAG) *Final 2008 Regional Comprehensive Plan* (RCP) (SCAG, 2008); SCAG's 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS)(SCAG, 2016); and Google Earth (Google Earth Pro, 2023). Refer to Section 7.0, *References*, for a complete list for referenced sources.

### 4.2.2 Existing Conditions

#### Project Site

The Project site consists of primarily vacant land with an existing single-family residence on the northwest portion of the site. Riverview Drive is a paved 2-lane roadway adjacent to the eastern boundary of the site.

Project site elevations on the site range from approximately 780 feet above mean sea level (MSL) to 897 feet above MSL sloping from the northeastern portion of the site to the southwest. This represents an elevational change across the site of 114± feet. The primary vegetation communities within the project area that will be impacted include California Annual Grassland Alliance which consists of non-native annual grasslands with a variety of alien annual species present. Previous and current anthropogenic activities and invasion of nonnative plant species have contributed to the disturbed condition of many vegetation communities within the site.<sup>5</sup>

Onsite and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 4.5

At its closest point the Project site is located approximately 3,320 feet northeast of the Flabob Airport runway, a general aviation airport which began operations in 1925. The airport has an approved Airport Land Use Compatibility Plan (ALUP) from 2004 which establishes safety or compatibility zones around the airport to facilitate safe and efficient air operations at the airport. The project site is located within two Compatibility Zones, Compatibility Zone C (17.95 acres) and Compatibility Zone D (0.6 acres). The Flabob Airport Land Use Plan (ALUP) maximum allowable density is 0.2 dwelling units per acre for Compatibility Zone C and the

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<sup>5</sup> Habitat Assessment and MSHCP Consistency Analysis Appendix A-1 Initial Study Checklist (Appendix B).

maximum allowable density of either below 0.2 units per acre or above 5.0 dwelling units per acre for Compatibility Zone D.

### Surrounding Land Uses

**Table 4.5 Land Uses / General Plan Land Use Designations / Zoning Classifications**

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Single-Family Residential and vacant land.	EDR (Ranch)	A-1 (Light Agriculture)
North	Single-Family Residential	EDR (Ranch) MDR (Medium Density Residential)	R-A (Residential Agriculture) R-1-80 (One Family Dwelling)
South	Single-Family Residential and Horse Ranches.	EDR (Ranch) LDR (Country Neighborhood)	A-1(Light Residential) R-A (Residential Agriculture)
East	Riverview Drive and Single-Family Residential.	EDR (Ranch)	A-1(Light Residential)
West	Limonite Frontage Road, Single Family Residential, Limonite Avenue.	LDR (Country Neighborhood) MDR (Medium Density Residential)	R-A (Residential Agriculture) R-1-80 (One Family Dwelling)

### General Plan Land Use Designations

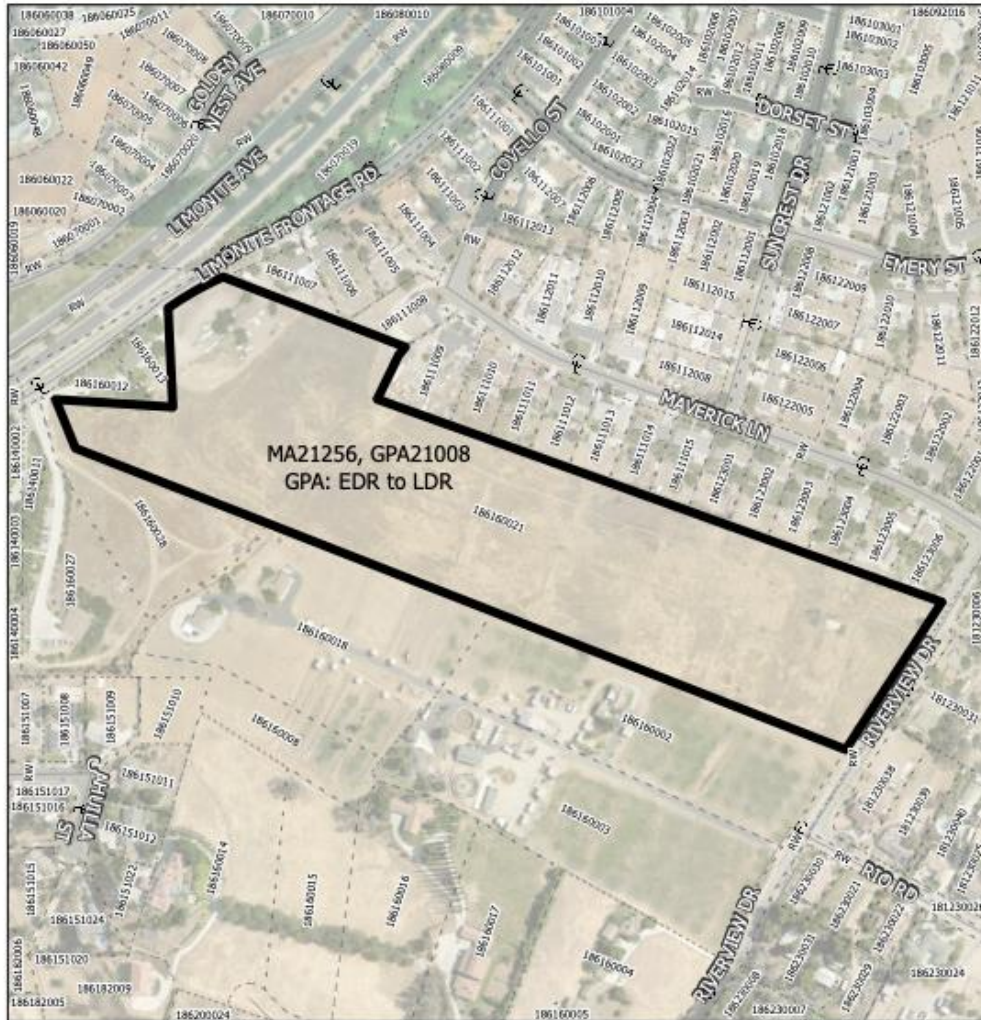
The Project site General Plan Land Use Designation is Ranch (EDR). The Ranch land use designation allows development of detached single-family residential dwellings and ancillary structures on parcels of at least 2 acres. In this designation, animal keeping is allowed, but regulated to ensure compatibility between the EDR designation and other, more intense residential uses in the vicinity. Limited agriculture is permitted in this designation. The density range is from 1 dwelling unit per 5 acres up to 1 dwelling unit per 2 acres.

### Zoning Designation

The Project site Zoning is A-1 (Light Agriculture). The A-1 zone requires a minimum lot area no less than 20,000 square feet (net), with minimum lot width of 100 feet and minimum depth of 150 feet. The A-1 zone allows single-family detached housing in addition to nurseries, greenhouses, orchards, aviaries, apiaries, field crops, tree crops, berry and bush crops, vegetable, flower herb gardening on a commercial scale, and the grazing of cattle, horses, sheep, goats or other farm stock or animals. Uses permitted in the A-1 zone with a Site Development Permit (SDP) include but are not limited to fraternal lodge halls, structures used primarily for religious worship, private schools, libraries, and public utility facilities.<sup>6</sup>

<sup>6</sup> Jurupa Valley Municipal Code Chapter 9.175 Section 9.175.020 Uses Permitted.

**Exhibit 4.3.2 Existing and Proposed General Plan Amendment Land**



 GPA BOUNDARY

**CITY OF JURUPA VALLEY  
OFFICIAL GENERAL PLAN AMENDMENT MAP EXHIBIT**

APNs: 186-160-021

MASTER APPLICATION NO. 21256  
GENERAL PLAN AMENDMENT CASE NO. 21008  
ADOPTED BY RESOLUTION NO. \_\_\_\_\_  
DATE: \_\_\_\_\_  
CITY OF JURUPA VALLEY CITY COUNCIL

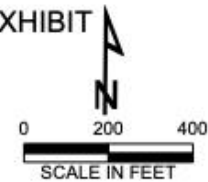
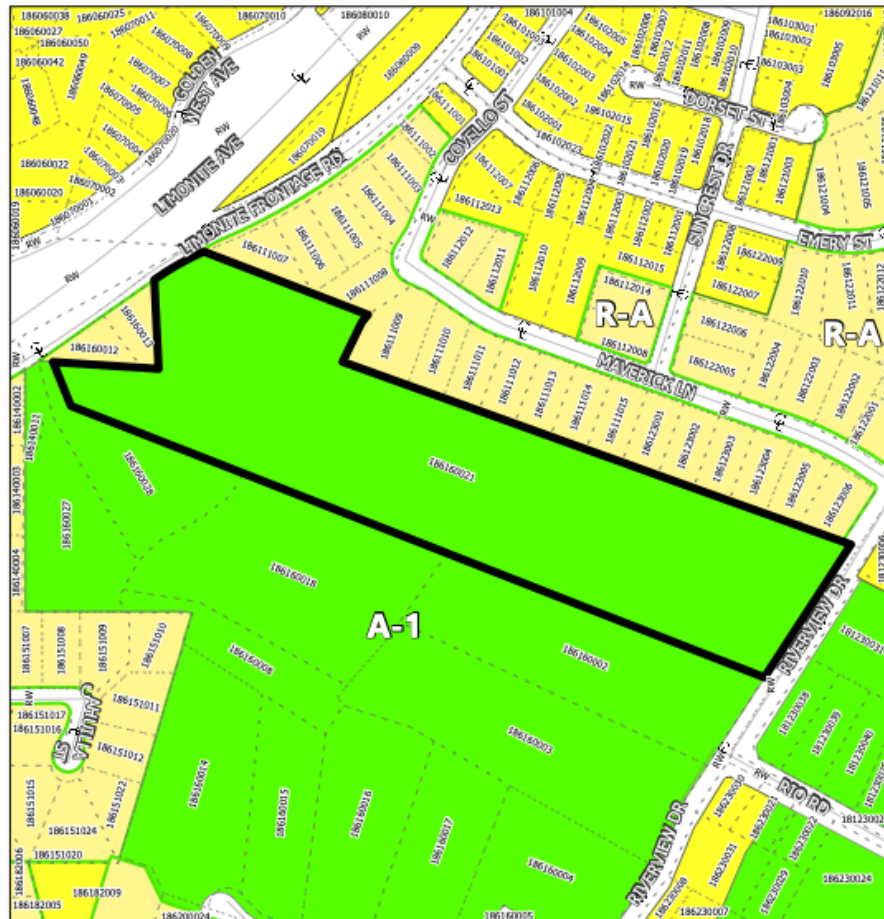


Exhibit 4.3.3 Project Site Zoning

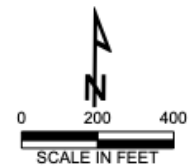


 PROPERTY BOUNDARY

CITY OF JURUPA VALLEY  
OFFICIAL ZONING EXHIBIT

APNs: 186-160-021

MASTER APPLICATION NO. 21256  
GENERAL PLAN AMENDMENT CASE NO. 21008  
CITY OF JURUPA VALLEY CITY COUNCIL



### 4.2.3 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on June 29, 2022. No comments were made that pertain to Land Use and Planning.

### 4.2.4 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations related to land use and planning.

#### Federal Regulations

##### Federal Aviation Regulation (FAR) Part 77

The Federal Aviation Administration (FAA) is the agency of the United States Department of Transportation (USDOT) responsible for the regulation and oversight of civil aviation within the U.S., and its primary mission is to ensure safety of civil aviation. Airports that serve scheduled passenger air service are governed by Code of Federal Regulations (CFR) 14 Part 139 and related regulations. According to the FAA website<sup>3</sup>, “Civilian airports that do not serve scheduled passenger service are typically known as general aviation airports. These airports usually serve private aircraft and small aircraft charter operations. Part 139 typically does not apply to general aviation airports because they do not serve defined air carrier operations, as such the Flabob Airport is not governed by Part 139. However, the airport it is governed by Part 77 regulations regarding navigable airspace.

The FAA utilizes the criteria contained in Federal Aviation Regulation (FAR) Part 77 to determine reporting requirements, the impact of a proposed structure on imaginary surfaces that could affect navigable airspace, and whether the structure, if constructed, will require lighting and/or marking. FAR Part 77 defines the criteria for determining if a structure will require reporting to the FAA, if the structure exceeds the stated criteria and whether the structure has an impact on navigable airspace. If the FAA determines that there is an impact to navigable airspace, a Notice of Presumed Hazard (NPH) will be issued, and an aeronautical study is conducted. If the FAA determines that the proposed structure has a substantial adverse impact, they will issue a Determination of Hazard. In some cases, the FAA will offer a project proponent options to mitigate the adverse impact, e.g., lower the structure, redesign etc.

#### State Regulations

##### California Public Utilities Code §§21670- 21679.5

The State of California adopted the Airport Land Use Law, *California Public Utilities Code* §§21670- 21679.5. The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC or Commission) and the adoption of airport land use compatibility plans by the Commission to assist the County and affected cities in land use planning in the vicinity of airports. The Commission has adopted an Airport Land Use Compatibility Plan for Western Riverside County (ALUP), which applies to all cities in Western Riverside County and includes polices and compatibility criteria for Flabob Airport.

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## Regional Regulations

### Riverside County Airport Land Use Plan

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development.

As adopted by the Riverside County Airport Land Use Commission (ALUC), this *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports. Also spelled out in the plan are the procedural requirements associated with the compatibility review of development proposals.

### Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local government and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial; and 191 cities in an area covering more than 38,000 square miles. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and other plans for the region.

As an MPO and public agency, SCAG develops transportation and housing strategies that transcend jurisdictional boundaries that affect the quality of life for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, known as "Connect SoCal." Connect SoCal includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG, 2020a). Connect SoCal also provides objectives for meeting emissions reduction targets set forth by CARB; these objectives were provided in a direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning (SCAG, 2020a).

## Local Regulations

### City of Jurupa Valley General Plan

State law requires that general plans address seven topics (referred to as “Elements”) of land use, circulation (mobility), housing, open space, safety, and noise (California Government Code §65302). A General Plan may also include other topics of local interest, as chosen by the local jurisdiction (California government Code §65303). The City of Jurupa Valley 2017 General Plan, adopted in 2017, sets an up-to-date framework to help guide the City’s future. The City of Jurupa Valley was incorporated in 2011 and encompasses six formerly unincorporated communities: from west to east, Mira Loma, Glen Avon, Jurupa Valley, Rubidoux, Sunnyslope, and Crestmore Heights. The 2017 General Plan addresses only key issues that are critical to the transition from county to cityhood and has been referred to as an “Interim General Plan” due to budget constraints. The 2017 General Plan provides comprehensive, mid- to long-term goals and policies for maintaining and enhancing Jurupa Valley’s quality of life. It guides land use, circulation, open space preservation, housing, and many other facets of the City’s growth and development (City of Jurupa Valley, 2017, p. 1-1). The City’s General Plan is organized into 12 chapters including the following:

- Introduction
- Land Use Element
- Mobility Element
- Conservation and Open Space Element
- Housing Element
- Air Quality Element
- Noise Element
- Community Safety, Services, and Facilities Element
- Environmental Justice Element
- Healthy Communities Element
- Economic Sustainability Element
- Glossary

### City of Jurupa Valley Municipal Code

City of Jurupa Valley Municipal Code ordinances governing land use and development are set forth in Titles 7, Subdivisions; 8, Building and Construction; and 9, Planning and Zoning; and 12, Vehicles and Traffic (City of Jurupa Valley Municipal Code, 2022).

### City of Jurupa Valley General Plan

The Project site is subject to the following policies of the City General Plan that address the Flabob Airport:

#### Land Use Element

- **LUE 5.55 ALUP Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in *Appendix 4.0*, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.

- **LUE 5.56 Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.
- **LUE 5.57 Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.
- **LUE 5.58 Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in *Appendix A-4.0* and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.
- **LUE 5.61 Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.
- **LUE 5.62 Bird-attracting Uses.** In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.
- **LUE 5.63 Encroachment.** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- **LUE 5.65 Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

#### 4.2.5 Methodology

The Project site and surrounding areas were reviewed relative to the Project's proposed land use designations and zoning classifications. The City's General Plan, Municipal Code, and SCAG documents are referenced as appropriate to determine potential impacts of the proposed Project regarding land use and planning. This analysis includes consistency with existing land use and zoning designations as well as consistency with surrounding land uses since the Project is requesting a General Plan Amendment (GPA) and Tentative Tract Map (TTM) to create a residential development of 31 single family lots or 1.6 dwelling units per acre, as shown in Section 3.0 Project Description/Environmental Setting, Figure 3.3. The GPA and TTM are summarized below:

#### General Plan Amendment (GPA) No. 21008

The project is proposing to amend *Figure 2-5: 2022 General Plan Land Use Plan* from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre.

**Tentative Tract Map (TTM) No. 38171**

Subdivide 19.36 acres into 31 single-family lots.

**4.2.6 Thresholds of Significance**

Section XI of Appendix G to the CEQA Guidelines addresses typical adverse effects to land use and planning, and includes the following threshold question to evaluate the Project’s impacts on land use and planning.

Thresholds 4.2 – Land Use and Planning Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	✓			

**1. Applicable Regulations**

This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. The following discretionary entitlements are required including a General Plan Amendment (GPA 21008) and Tentative Tract Map (TTM 38171).

The land use plans, policies, and regulations applicable to the Project for purposes of determining if the Project would cause a significant environmental effect due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect include the City’s General Plan and SCAG’s 2020-2045 RTP/SCS (Connect SoCal). The Project’s compatibility with each of these plans, policies, and regulations is discussed below.

**General Plan Policies**

The applicable policies that relate to environmental topics addressed in this EIR are included in the City’s General Plan, and specific General Plan policies that are related to the Project, along with a determination of consistency, are identified in Table 4.2-1, General Plan Consistency Analysis. During the City’s review of the Project’s application materials, the Jurupa Valley Planning Department reviewed the proposed development for consistency with all applicable policies of the General Plan and found that there would be no conflict with any applicable General Plan policies resulting from development of the Project site with the exception of the Land Use policies related to the ALUP and Flabob Airport.

Table 4.6 provides an analysis of the Project’s consistency with applicable General Plan policies directly related to determining if the Project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

**Table 4.6 General Plan Consistency Analysis**

Policy	Consistency Analysis
<b>Land Use Element</b>	
<p><b>LUE 5.55. ALUP Compliance.</b> Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as set forth in <i>Appendix 4.0</i>, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in state law.</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the project, including the GPA and TTM, is not consistent with the Flabob ALUP.</p>
<p><b>LUE 5.56. Development Review.</b> Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until: 1) the Commission finds the City’s General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission’s determination of inconsistency, or 3) the Commission elects not to review a particular action.</p>	<p><b>Consistent.</b> The proposed Project was submitted to ALUC for review and comment.</p>
<p><b>LUE 5.57. Continued Airport Operation.</b> Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.</p>	<p><b>Not Fully Consistent.</b> The Initial Study determined the proposed Project would not experience significant noise impacts from the airport and the Williams Aviation Consultants Report determined the Project would not create significant safety impacts on airport operations. However, the evaluation letter from ALUC determined the Project was not consistent with the Flabob Airport Land Use Compatibility Plan.</p>
<p><b>LUE 5.58. Consistency Requirement.</b> Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in <i>Appendix A- 4.0</i>, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP.</p>
<p><b>LUE 5.61. Cluster Development.</b> Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan</p>	<p><b>Not Consistent.</b> The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP. The site plan does not cluster uses in a way that would achieve compatibility with the ALUP. Therefore, the proposed Project would not be consistent with the ALUP.</p>

<p><b>LUE 5.62 Bird-attracting Uses.</b> In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that attract birds within 10,000 feet of any runway used by turbine- powered aircraft and within 5,000 feet of other runways. Also, avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports.</p>	<p><b>Consistent.</b> Mitigation Measure (MM) HAZ-1 Airport Wildlife Attractant Mitigation implementation will reduce the potential that the proposed Project would not attract birds or other wildlife that would be detrimental to airport operations.</p>
<p><b>LUE 5.63. Encroachment.</b> Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.</p>	<p><b>Consistent.</b> The project would not introduce any structures that would encroach into or adversely affect navigable airspace.</p>
<p><b>LUE 5.65. Airport Referrals.</b> Submit all development proposals located within an Airport Influence Area to the affected airport for review.</p>	<p><b>Consistent.</b> The proposed Project was submitted to ALUC for review and comment.</p>
<p><b>LUE 7.4. Multimodal Orientation.</b> Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.</p>	<p><b>Consistent.</b> The proposed Project requests a General Plan Amendment (GPA) to modify the land use designation for the Project site, however, the requested GPA is compatible with adjacent residential uses to the site’s northeast boundary and residential uses located north and northwest across Limonite Avenue and south of Avenue Juan Bautista.</p>
<p><b>LUE 7.5. Residential Growth Areas.</b> Locate residential growth in areas near major transportation or where well served by rail or public transit and within easy walking or biking distance from schools, parks and neighborhood- serving uses, to the greatest extent possible.</p>	<p><b>Consistent.</b> The proposed Project requests a General Plan Amendment (GPA) to modify the land use designation for the Project site, however, the requested GPA is compatible with adjacent residential uses to the site’s northeast boundary and residential uses located north and northwest across Limonite Avenue and south of Avenue Juan Bautista.</p>
<p><b>LUE 10.2. Infill Development.</b> Assist in and promote the development of infill and underutilized parcels, which are located in Opportunity and specific plan areas, as identified on the General Plan Land Use Map.</p>	<p><b>Consistent.</b> According to the General Plan Land Use Map, the Project site is not located in or in proximity to any Opportunity areas. The proposed Project would result in the implementation of a residential development on the underutilized Project site and would not interfere with the development of infill and underutilized parcels within Opportunity areas identified in the General Plan. The proposed uses would be consistent with residential uses adjacent to the site’s northeast boundary and residential uses located north and northwest across Limonite Avenue and south of Avenue Juan Bautista.</p>
<p><b>LUE 10.4. Street and Trail Connectivity.</b> Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.</p>	<p><b>Consistent.</b> The proposed Project is located in a developed area. Bikeways and pedestrian facilities are located in the immediate vicinity of the Project site and within surrounding roadways. In addition, the (regional) Santa Ana River Trail is located south of the site.</p>
<p><b>LUE 11.6 Energy Efficiency.</b> Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.</p>	<p><b>Consistent.</b> The proposed Project is required to submit building plans and a Title 24 Compliance Report to the City of Jurupa Valley for review to ensure the Project meets CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City water efficient landscape requirements for both commercial and residential uses.</p>

<p><b>LUE 12.1. Service Capacity.</b> Ensure that development does not exceed the City's or the community service districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste, and public services such as police/fire/emergency medical services, recreational facilities, and transportation systems.</p>	<p><b>Consistent.</b> The City of Jurupa Valley and Rubidoux Community Services District has reviewed the proposed Project to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impact in this regard.</p>
<p><b>LUE 13.1. Fair Share Infrastructure Funding.</b> Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.</p>	<p><b>Consistent.</b> The Project would be required by the City to contribute its fair share to fund infrastructure and public facilities via City of Jurupa Municipal Code Chapter 3.75, <i>Development Impact Fee</i>.</p>
<p><b>Mobility Element</b></p>	
<p><b>ME 2.4. Transportation Options.</b> Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.</p>	<p><b>Consistent.</b> The proposed Project would generate a small amount of new employment and additional housing in the City, however, it is not anticipated that the Project would be a major employment center. Bikeways and pedestrian facilities occur in the immediate vicinity within surrounding roadways, including Mission Boulevard and the regional trail along the Santa Ana River just east of the site.</p>
<p><b>ME 2.9. Project Integration.</b> Encourage development of projects that facilitate and enhance the use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities and bicycle facilities.</p>	<p><b>Consistent.</b> The proposed Project area is served by existing alternative modes of transportation including bus service along Mission Boulevard as well as bikeways and pedestrian facilities. The Project would not discourage or otherwise impede the development of other projects within portions of the City where such alternative modes of transportation are available.</p>
<p><b>ME 2.14. Traffic Study Guidelines.</b> Apply level of service and/or VMT standards to new development, consistent with state law, based on new Traffic Study Guidelines, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measure for new development.</p>	<p><b>Consistent.</b> As part of the Initial Study a Vehicle Miles Traveled (VMT) Screening and Traffic Generation Memos were completed by Kunzman Associates and included in Appendix A-1 Initial Study Checklist (Appendix K).</p>
<p><b>ME 2.15. Traffic Impact Evaluation.</b> New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development</p>	<p><b>Consistent.</b> Street improvements with the Project as well as access to the Project are required to meet City standards.</p> <p><b>Riverview Drive improvements</b></p> <ul style="list-style-type: none"> <li>● Designed and improved to a modified ultimate half right-of-way width of 44-ft, from property line to the centerline.</li> <li>● Additional right-of-way dedication to accommodate public improvements within public right-of-way may be required.</li> <li>● Road pavement treatment/repairs, to be determined as approved by the City Engineer may be required.</li> <li>● Parkway shall be 14-ft. Parkway improvements</li> </ul>

	<p>will be required; including, but are not limited to, curb &amp; gutter, 6-ft sidewalk, and landscape adjacent curb.</p> <ul style="list-style-type: none"> <li>• Secondary Equestrian Trail per the City’s General Plan.</li> <li>• Class III Bicycle Lane per the City’s Circulation Master Plan for Bicyclists &amp; Pedestrians.</li> </ul>
<p><b>ME 2.16. Traffic Impacts.</b> Traffic studies prepared for development entitlements (e.g. tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the “significance” of such impacts in compliance with CEQA.</p>	<p><b>Consistent.</b> As part of the Initial Study a Vehicle Miles Traveled (VMT) Screening and Traffic Generation Memos were completed by Kunzman Associates and included in Appendix A-1 Initial Study Checklist (Appendix K).</p>
<p><b>ME 3.11. Pedestrian Connectivity.</b> Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.</p>	<p><b>Consistent.</b> The proposed Project includes pedestrian walkways, secondary equestrian trail, and bicycle lane that connect to existing pedestrian, equestrian, and bicycle facilities in the surrounding roadways.</p>
<p><b>ME 3.17. Public Transit Connections.</b> Ensure safe pedestrian access through developments to existing and future transit routes and terminal facilities through project design.</p>	<p><b>Consistent.</b> The proposed Project has been designed to include onsite pedestrian walkways that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities.</p>
<p><b>ME 3.21. ADA Compliance.</b> Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.</p>	<p><b>Consistent.</b> The proposed Project has been designed to include ADA-compliant walkways throughout the Project site.</p>
<p><b>ME 8.17. Sight Distance.</b> Provide adequate sight distances for safe vehicular movement at a road’s design speed and at all intersections.</p>	<p><b>Consistent.</b> City staff has reviewed the proposed Project’s access driveways to ensure that they provide adequate site distances for safe vehicular movement.</p>
<b>Housing Element</b>	
<p><b>HE 4.3 Neighborhood Integration.</b> New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks, and shopping.</p>	<p><b>Consistent:</b> The project circulation plan specifies improving streets with curb, gutter sidewalk, and landscaping. The project proposes community serving pedestrian pathways and on-street bicycle lane.</p>
<p><b>HE 5.1 New Construction.</b> Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.</p>	<p><b>Consistent:</b> The project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards included in the Initial Study and MMRP under PPP4.8-1</p>
<p><b>HE 5.2 Sustainable Design.</b> Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following: 1. Maximize use of renewable, recycled-content and recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts.</p>	<p><b>Consistent:</b> The proposed project includes design standards to promote energy efficiency in new dwelling units.</p>

<p>2. Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling.</p> <p>3. Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading.</p> <p>4. Avoid building materials that may contribute to health problems through the release of gases or glass fibers into indoor air.</p> <p>5. Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks, and industrial uses.</p> <p>6. Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials.</p>	
<p><b>Conservation and Open Space Element</b></p>	
<p><b>COS 2.3 Biological Reports.</b> Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.</p>	<p><b>Consistent.</b> A Project-specific Biological Resources Technical Resource Report has been prepared for the Project as part of the Initial Study and is included in Appendix A-1 Initial Study Checklist (Appendix B).</p>
<p><b>COS 3.3 Water Quality.</b> Employ the best available practices for pollution avoidance and control and encourage others to do the same. "Best available practices" means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies</p>	<p><b>Consistent. Included in the Initial Study</b> The following PPPs apply to the Project and would reduce impacts relating to water quality and waste discharge requirements. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:</p> <p><b>PPP 4.10-1</b> As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)</i>, any person performing construction work in the city shall comply with the provisions of this chapter, and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the 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 MS4 shall be required when requested by the City Engineer.</p> <p><b>PPP 4.10-3</b> As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section C</i>, 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.</p>
<p><b>COS 3.9 Pollution Discharge.</b> Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.</p>	<p><b>Consistent.</b> The Project would comply with the Clean Water Act (CWA) Section 402. The CWA Section 402 authorizes the National Pollutant Discharge Elimination</p>

	<p>System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site</p>
<p><b>COS 7.1 Preservation of Significant Cultural Resources.</b> Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.</p>	<p><b>Consistent.</b> A Phase 1 Cultural Resources Investigation was performed by McKenna et al., additionally the Initial Study includes Mitigation Measures CR-1: Archaeological Monitoring, CR-2: Archaeological Treatment Plan, and CR-3: Final Report.</p>
<p><b>COS 7.3 Development Review.</b> Evaluate project sites for archaeological sensitivity and for a project’s potential to uncover or disturb cultural resources as part of development review</p>	<p><b>Consistent.</b> A Phase 1 Cultural Resources Investigation was performed by McKenna et al., additionally the Initial Study includes Mitigation Measures CR-1: Archaeological Monitoring, CR-2: Archaeological Treatment Plan, and CR-3: Final Report which are part of the MMRP.</p>
<p><b>COS 7.7 Qualified archaeologist present.</b> Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures</p>	<p><b>Consistent.</b> The Initial Study and MMRP includes Mitigation Measure CR-1: Archaeological Monitoring. Additionally, MMs TCR-1 Native American Monitoring Agreement, TCR-2 Unanticipated Discovery, and TCR-3 Final Report are included in the Initial Study and MMRP.</p>
<p><b>COS 7.8 Native American Monitoring.</b> Include Native American participation in the City’s guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.</p>	<p><b>Consistent.</b> The Initial Study and MMRP includes Mitigation Measures MMs TCR-1 Native American Monitoring Agreement, TCR-2 Unanticipated Discovery, and TCR-3 Final Report.</p>
<p><b>COS 7.9 Archaeological Resources Mitigation.</b> Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional</p>	<p><b>Consistent.</b> The Initial Study and MMRP includes Mitigation Measure CR-2: Archaeological Treatment Plan.</p>
<p><b>COS 8.6 Provision of Recreation Facilities.</b> Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions.</p>	<p><b>Consistent.</b> The following applies to the Project and would reduce impacts relating to recreational facilities/parks. This measure will be included in the Project’s Mitigation Monitoring and Reporting Program to ensure compliance: PPP 4.16-1. Prior to the issuance of a building permit, the</p>

	<p>Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.</p>
<p><b>COS 9.1 Protect scenic resources</b>, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.</p>	<p><b>Consistent.</b> From the Project site, the Santa Ana River is located approximately 0.5 miles south, the Jurupa Mountains are located approximately 2.5 miles north, and the Pedley Hills are located approximately 0.9 miles north. Views of the Santa Ana River are not available because of intervening development, and topography.</p> <p><b>PPP 4.1-1</b> and <b>4.2-2</b> included in the Initial Study, which will be included in the MMRP will limit building height and provide building setbacks between structures that would serve to limit blocking the existing views.</p> <p>As required by Jurupa Valley Municipal Code section 9.175.030, A-1 Zone (Light Agriculture) development standards include, but not limited to, development standards for structures, lot sizes, yard requirements, and structure heights.</p> <p>As required by Jurupa Valley Municipal Code section 7.50.010, all utilities serving and within the Project site shall be placed underground unless exempted by this section.</p>
<p><b>COS 9.4 View Protection in New Development.</b> The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.</p>	<p><b>Consistent.</b> As discussed above the project is required to implement PPP 4.2-1 and 4.2-2.</p>
<p><b>COS 10.1 Outdoor Lighting.</b> Require outdoor lighting to be shielded and prohibit outdoor lighting that:</p> <ol style="list-style-type: none"> <li>1. Operates at unnecessary locations, levels, and times</li> <li>2. Spills onto areas off-site or to areas not needing or warranting illumination</li> <li>3. Includes lighting frequencies (colors) that interfere with astronomical viewing</li> <li>4. Produces glare (intense line-of-site contrast)</li> </ol>	<p><b>Consistent.</b> The Project would increase the amount of light in the area above what is being generated by the vacant site by directly adding new sources of illumination including security and decorative lighting for the proposed structures. With implementation of PPP 4.1-3, impacts relating to light and glare are less than significant.</p> <p>All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.</p>
<p><b>Noise Element</b></p>	
<p><b>NE 1.5. Noise-Sensitive Uses.</b> Consider the following uses noise-sensitive and discourage the uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.</p>	<p><b>Consistent.</b> The proposed Project includes residential uses which are identified as noise-sensitive uses in General Plan Policy NE 1.5. Moreover, as discussed in Section 4.13 - Noise, of the Initial Study (pages 61 - 66), the proposed Project would not result in significant impacts to existing sensitive receptors within the</p>

	Project vicinity with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
<b>NE 1.6. Protection of Noise-Sensitive Uses.</b> Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then the measures such as building techniques, setbacks, landscaping, and noise walls should be considered.	<b>Consistent.</b> As discussed in Section 4.13 - Noise, of the Initial Study (pages 61 - 66), the Project would have less than significant impacts on noise sensitive land uses in the vicinity of the Project site with implementation of Mitigation Measure NOI-1 (Construction Noise Mitigation Plan).
<b>NE 1.7. Noise-Tolerant Uses.</b> Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.	<b>Consistent.</b> The proposed residential uses would be located in an area that is designated for similar residential development.
<b>NE 3.1. Noise Analysis.</b> Require that a noise analysis be conducted by an acoustical specialist for all proposed development project that have the potential to generate significant noise near a noise-sensitive land use or on or near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented.	<b>Consistent.</b> A Project-specific Noise and Vibration Impact Assessment was performed for the proposed Project and reviewed by the City of Jurupa Valley Planning Department. A discussion of the study was included in Section 4-13 - Noise, of the Initial Study (pages 61-66), which concluded that the proposed Project would result in less than significant noise impacts on adjacent land uses with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
<b>NE 3.4. Construction Equipment.</b> Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.	<b>Consistent.</b> As discussed in Section 4-13 - Noise, of the Initial Study (pages 61 - 66), the Project's short- term construction noise impacts would be less than significant with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
<b>NE 3.5. Construction Noise.</b> Limit commercial construction activities adjacent to or within 200 feet or 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.	<b>Consistent.</b> The Project abuts residential land uses and all construction activities associated with the Project are required to comply with the requirements of Chapter 11.05 (Noise Regulations) of the City of Jurupa Valley Municipal Code, which limits the hours during which construction activity can occur on the site.
<b>Community Safety, Services, and Facilities Element</b>	
<b>CSSF 1.1 Fault Rupture Hazards.</b> When reviewing new development, minimize fault rupture hazards through the enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements: <ul style="list-style-type: none"> <li>• Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high risk occupancies located within 0.5 mile of all active or potentially active faults.</li> <li>• Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for</li> </ul>	<b>Consistent:</b> Active faults are not known to exist within the project and a review of Special Publication 42 indicates the site is not within a California State designated Earthquake Fault Zone. The nearest known active fault to the project site is the San Jacinto Fault Zone approximately 7.3 miles to the northeast. There are no Alquist-Priolo earthquake fault zones located in Jurupa Valley.  As part of the Initial Study a Soil Investigation, Infiltration, and Liquefaction Evaluation Report was completed by Soil Exploration Company and is included in Appendix A-1 Initial Study Checklist (Appendix D).

<p>especially critical or vulnerable structures or lifelines.</p> <ul style="list-style-type: none"> <li>Require that critical infrastructure, including roads, bridges, and utilities be designated to resist, without failure, their crossing of a fault, if fault rupture occurs.</li> <li>Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development within regional entities, State and local governments, private organizations, utility agencies, or universities</li> </ul>	
<p><b>CSSF 1.2 Geologic Investigations.</b> Require geological and geotechnical investigations as part of the environmental development and review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.</p>	<p><b>Consistent:</b> As part of the Soil Investigation, Infiltration, and Liquefaction Evaluation Report for the Project liquefaction analysis for the subject property was performed. Results from the evaluation indicate that the property has a safety factor of 5.0 against liquefaction, indicating the potential for liquefaction would be low</p>
<p><b>CSSF 1.4 Structural Damage.</b> Utilize the latest approaches to minimize damage to structures located in areas determined to have high liquefaction potential during seismic events</p>	<p><b>Consistent:</b> Implementation of the Geotechnical Investigation recommendations. as required by Municipal Code § 8.05.010, 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. Therefore, project development would not cause substantial risks to people or structures arising from liquefaction after implementation of the recommendations in the Soil Investigation, Infiltration, and Liquefaction Evaluation Report for the Project, and impacts would be less than significant</p>
<p><b>CSSF 1.15 Regional Storm Drain System.</b> All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.</p>	<p><b>Consistent:</b> As discussed in the Initial Study Section 4.10, <i>Hydrology and Water Quality</i>, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system</p>
<p><b>CSSF 1.23 Fire Prevention.</b> Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:</p> <ol style="list-style-type: none"> <li>All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.</li> <li>In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care,</li> </ol>	<p><b>Consistent:</b> As discussed in the Initial Study Section 4.17, <i>Transportation</i>, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Additionally, the Project would comply with the City of Jurupa Valley Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measure</p>

<p>emergency operation centers, and other essential or “lifeline” facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.</p> <p>3. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official.</p>	
<p><b>CSSF 1.24 Adjacent Natural Vegetation.</b> Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible</p>	<p><b>Consistent:</b> The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site.</p>
<p><b>CSSF 2.44. Drought-Tolerant Landscaping.</b> Require the use of drought-tolerant landscaping in all new development.</p>	<p><b>Consistent.</b> The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site.</p>
<p><b>CSSF 2.60 Waste Reduction.</b> Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.</p>	<p><b>Consistent:</b> City of Jurupa Valley General Plan Policy CSSF 2.67, Waste Diversion, mandates at least the minimum construction and demolition waste diversion requirement of 75 percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid waste disposal would be less than significant</p>
<p><b>CSSF 2.61 Waste Management.</b> Encourage new development to employ construction waste management techniques to divert construction materials and debris away from the landfills</p>	<p><b>Consistent:</b> As required under AB 939, at least 50% of the facilities waste will be diverted from landfills. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or show a plan to transform or divert their waste.</p>
<p><b>CSSF 2.66 Waste Diversion.</b> Achieve at least the minimum construction and demolition waste diversion requirement of 75%.</p>	<p><b>Consistent:</b> City of Jurupa Valley General Plan Policy CSSF 2.67, <i>Waste Diversion</i>, mandates at least the minimum construction and demolition waste diversion requirement of 75percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid waste disposal would be less than significant</p>

**Plans, Policies, and Programs**

**City of Jurupa Valley Zoning and Municipal Code**

The City of Jurupa Valley Zoning Map applies the “A-1 (Light Agriculture)” zoning to the entire Project site. According to the City’s Municipal Code, the primary purpose of the “A-1” zoning is to provide space in suitable for one (1) family dwellings, and agriculture uses such as nurseries, greenhouses, orchards, crop growing, grazing, limited farming activities. (§ 9.175.020). The Project is consistent with the permitted uses allowed in the corresponding A-1 zone. Additionally, the Project’s application materials were reviewed by the City for conformance with the A-1 zone development standards in the municipal code, (§ 9.175.030). Accordingly, the Project would not conflict with the City’s Zoning and Municipal Code and would have a less than significant impact.

**SCAG Connect SoCal**

SCAG’s Connect SoCal is the applicable SCAG planning documents that apply to the Project. Connect SoCal identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed projects for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in Table 4.7, *SCAG Connect SoCal Goal Consistency Analysis*, implementation of the Project would not result in an inconsistency with the adopted Connect SoCal. Accordingly, the Project would have a less than significant impact with respect to a conflict with the SCAG’s Connect SoCal.

**Table 4.7 SCAG Connect SoCal Goal Consistency Analysis**

RTP/SCS Goals	Project Consistency Discussion
1. Encourage regional economic prosperity and global competitiveness	<b>Not applicable.</b> This Goal is directed towards actions taken by SCAG. Project development would have no effect on global economic competitiveness of the southern California region. The economic impact of the project would be too small to affect regional economic prosperity
2. Improve mobility, accessibility, reliability, and travel safety for people and goods	<b>Consistent</b> The Project would have less than significant impacts on the City’s transportation system and VMT generation. Therefore, development of the proposed project would not affect mobility or the reliability or safety of the transportation system.
3. Enhance the preservation, security, and resilience of the regional transportation system	<b>Not applicable.</b> Development of the proposed project would not affect the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system	<b>Not applicable.</b> Development of the proposed project would not affect the regional transportation system.
5. Reduce greenhouse gas emissions and improve air quality	<b>Consistent</b> This policy is directed towards SCAG actions to support integrated regional development patterns. However, the Project air quality and greenhouse gas emissions impacts were determined to be less than significant.
6. Support healthy and equitable communities	<b>Consistent.</b> The project proposes healthy communities’ components including pedestrian paths, equestrian, and bicycle trails/lanes.
7. Adapt to a changing climate and support	<b>Consistent</b> Project greenhouse gas emissions impacts were

RTP/SCS Goals	Project Consistency Discussion
an integrated regional development pattern and transportation network	determined to be less than significant.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	<b>Not applicable.</b> The project does not propose new transportation technologies.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	<b>Consistent.</b> The project proposes development of single-family housing units. The project site is in an area supported by multiple transportation options including roadways; Riverside Transportation Agency Bus Route 29, with access to Pedley Metrolink Station.
10. Promote conservation of natural and agricultural lands and restoration of habitats	<b>Not applicable.</b> Project development would involve development of mostly vacant land previously occupied by a single-family residence and not currently used for agricultural purposes. The project site is not native habitat or natural landscape.

Sources: SCAG, 2020a

RTP/SCS Goals are set forth in Chapter 1, *About the Plan*.

### Project Design Features

There are no Project Design Features applicable to the Project related to the topic of land use and planning.

### Conditions of Approval

There are no Conditions of Approval applicable to the Project related to the topic of land use and planning.

### Discussion

The proposed Project requires a General Plan Amendment (GPA) from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre. The current designation of EDR provides for a maximum development of 0.5 units per acre maximum.

On October 14, 2021 the Riverside County Airport Land Use Commission (ALUC) Development Review and staff report for case number ZAP1036FL21 (Appendix B-2), was issued that determined the following requested entitlements for the GPA and TTM of the proposed Project were inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan.

The ALUC determined the Project was not consistent with the Flabob ALUP due to the residential density restrictions for Zone C limit of residential density to 0.2 du/ac and Zone D limit of residential density to 0.2 to 0.4 du/ac. Additionally, the ALUC determined that under County Wide Policy 3.3.1 Infill which allows for greater densities than would otherwise be permitted in Zones C and D, but cap the densities at double the allowable density for the zone. As the maximum density in Zone C is 0.2 dwelling units per acre, and the maximum density in Zone D is either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre, doubling the density increases the limit from 0.2 to 0.4 dwelling units per acre for Zone C, and from 0.2 to 0.4 dwelling units per acre (on the low end), and from 5.0 to 10.0 dwelling units per acre (on the high end) for Zone D. The project's density of 1.60 dwelling units per acre would still be inconsistent with the doubled density provision for both zones.

The ALUC also found that the project fails to provide the required open space areas for emergency landings. Compatibility Zone C requires 20% and Zone D requires 10% of open area for projects 10 acres or larger be

set aside as open area that could potentially serve as emergency landing areas. The ALUC staff report indicated that approximately 17.95 acres was located within Zone C requiring 3.59 acres of open space and approximately 0.6 acres located within Zone D requiring 0.06 acres of open space for a total of 3.65 acres of open space requirements.

The proposed Project is not consistent with the land use intensity limits or open space requirements of the Flabob ALUP. However, the Allen Aviation Report and FAA Determination Letters demonstrated the Project would not result in significant risks to airport operations or safety, or a significant risk to public health or safety. The evaluation in Table 4.2-1 demonstrates the proposed Project is consistent with the policies of the City General Plan with the exception of those relative to the Flabob Airport. It is important to note the General Plan policy inconsistencies all result from the Project exceeding the land use intensity limits of the Flabob ALUP for residential uses. Additionally, the current land use designation of EDR would also be inconsistent with the Flabob ALUP. Because there is no feasible mitigation for this impact, approval of the Project will require adoption of a Statement of Overriding Considerations from the City Council if the Project is approved due to this inconsistency with the Flabob ALUP.

### Level of Significance

Significant and unavoidable land use and planning impacts will result from the following:

- Inconsistency with Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

### Mitigation Measures

Any measures that would effectively mitigate the impacts of the proposed Project regarding consistency with the Flabob ALUP density and open space requirements would require a reduction of residential units on the site. The current General Plan Land Use on the site would provide for development of 10 residential units, however under the ALUP only 3 units would be allowed in Zone C under the 0.2 du/acre, and 3 units in Zone D under the 5 du/acre allowable density. No units would be allowed in Zone D under the ALUC 0.2 du/acre density requirement. The maximum number of units under the ALUP would only permit up to 6 units, therefore project would remain inconsistent if developed within the current land use provisions and ALUP density requirements.

### Level of Significance After Mitigation

There is no feasible mitigation available related to the Project's inconsistencies with various General Plan policies regarding land use (inconsistent with Flabob ALUP). Therefore, potential impacts of the Project related to consistency with City General Plan policies are **significant and unavoidable**, and a Statement of Overriding Considerations for this impact will be required if the Project is approved.

### 4.2.7 Cumulative Impact Analysis

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site that are located in the City of Jurupa Valley. As discussed under Threshold a, the Project would not physically divide an established community because the Project site is surrounded by roadways and existing residential development. Therefore, the

Project would have a less than cumulatively considerable impact with respect to a physical division of an established community.

As discussed under Threshold b, the Project would be inconsistent with General Plan Land Use Element Policies 5.55, 5.57, 5.58, and 5.61 regarding consistency with the Flabob ALUP the Project would not conflict with any other aspects of the City's General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted land use plan, policy, or regulation. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects.

For these reasons, a Statement of Overriding Considerations for this cumulative impact will be required if the City Council chooses to approve the Project. It should be noted that the Project would result in a less than significant direct and cumulative impact with respect to a conflict with all other aspects of the General Plan as well as other applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects.

## 5.0 Alternatives

### 5.1 Introduction

CEQA Guidelines §15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

*“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”*

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Plans, Policies, and Programs (PPPs), Project Design Features (PDFs) and feasible mitigation measures (MMs). The Project’s significant and unavoidable impacts are summarized below in Subsection 5.4

### 5.2 Summary Description of the Proposed Project

The Project is proposing to construct a 19.36-acre subdivision with construction of 31 single-family lots or 1.6 dwelling units per acre. The Project includes landscaping; internal paving and walkways; bioretention basin.

To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0 – Project Description/Environmental Setting.

#### **General Plan Amendment (GPA) No. 21008**

The project is proposing to amend *Figure 2-5: 2017 General Plan Land Use Plan* from the current land use designation of Ranch (EDR) to Country Neighborhood (LDR) to accommodate up to 2 dwelling units per acre.

#### **Tentative Tract Map (TTM) No. 38171**

Subdivide 19.36 acres into 31 single-family lots.

### 5.3 Project Objectives

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential uses with a residential development. The following is a list of specific objectives that the Project is intended to achieve:

- Assist the City in meeting its housing goals and reflect anticipated market needs and public demand, by providing a diverse range of home types with the intent to blend into the City of Jurupa Valley’s rural character.
- Develop a vacant residential property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

### 5.4 Summary of the Proposed Projects Significant Impacts

Based upon the Initial Study analysis (Appendix A-1), comments received pursuant to circulation of the Notice of Preparation (NOP), (Appendix A-2 NOP and Appendix A-3 Comment Letters), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 5.1, *Summary of Environmental Impacts Addressed in the EIR*.

**Table 5.1 Summary of Significant Environmental Impacts**

Environmental Topic Section	Type of Impact	Description of Impact
Hazards and Hazardous Materials (Section 4.1)	Direct Impact	The Project is inconsistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan requirements of Compatibility Zones C (17.95 acres) and D (0.6 acres).
	Cumulatively Considerable Impacts	The Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP would contribute to cumulatively considerable impacts related to airport land use consistency. However, the proposed Project does not appear to represent a significant risk to public safety as a result of its proposed land uses in relation to the Flabob Airport operations.
Land Use and Planning (Section 4.2)	Direct Impact	The Project would not be consistent with the City’s General Plan Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

Environmental Topic Section	Type of Impact	Description of Impact
	Cumulatively Considerable Impacts	The Project, in concert with other land use proposals that would increase unit count/density within the Flabob ALUP, would contribute to cumulatively considerable impacts related to airport land use consistency.

### 5.5 Alternates Considered But Not Analyzed Further

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines §15126.6(f) (1) notes:

*“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”*

In determining an appropriate range of alternatives to be evaluated in this Draft EIR, possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate.

Several “less intense” alternatives were initially discussed that would reduce the number of residential units of the proposed Project. Due to the limits of the Flabob ALUP, which would only allow 0.2 dwelling units per acre or 1 dwelling unit per 5 acres, essentially 3 units on the site, there were no viable alternatives that allowed the maximum residential units on the property under the current General Plan Land Use at 0.5 dwelling units per acre (10 units total) or Proposed Land Use Designation at 2 dwelling units per acre (37 units total). However, several alternatives involving non-residential uses were considered for the Project site including Commercial Retail and Commercial Neighborhood.

For the purposes of this EIR, one “all retail” alternative (FAR = 0.35) was selected for additional study (see below). This alternative was selected for further analysis to determine what environmental impacts would result from full use of the site by the non-residential land use, but it is possible that commercial office use or some combination of commercial and office uses would also be a feasible land use alternative. CEQA requires an analysis of a reasonable range of alternatives, and not every possible permutation of land use combinations.

The City of Jurupa Valley considered but rejected two alternatives: an alternative that would develop the proposed Project as Commercial Neighborhood (CN) and developing the Project on an alternative site. The Commercial Neighborhood alternative was not included as the it would still require both a General Plan Amendment and a Zone Change and only be viable on up to 5 acres of the project site due to the CN land use

in the General Plan being applied to smaller commercial centers generally limited to less than 5-acres. CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site, then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the *“key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR”* (CEQA Guidelines §15126.6(f) (2)).

The Project proposes to develop 19.36 acres of primarily vacant land into a subdivision and construction of 31 single-family lots (1.6 dwelling units per acre). In the immediate surrounding area, there are several small vacant or under-utilized parcels to the south, each of these are located in the EDR Land Use however the lots are significantly smaller ranging from 1 to 5 acres. In the larger surrounding area, there is limited vacant land. The majority of the land in the area consists of rural residential, estate residential, and single-family residential uses.

The Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. Each of the sites noted in the area surrounding the Proposed project would not move the Project to another site that was not within the land use restrictions of the Flabob Airport Land Use Plan and the smaller lot sizes would further limit the number of dwelling units that could be developed.

Since the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the nearby area under the jurisdiction of the City of Jurupa Valley that could accommodate the Project, an alternative location alternative is not feasible. Therefore, the City of Jurupa Valley is not obligated under CEQA to perform a detailed analysis of alternative sites in this Draft EIR

## 5.6 Alternatives Under Consideration

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., “no project” alternative). For development projects that include a revision to an existing land use plan, the “no project” alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the “no project” alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines § 15126.6(e) (3) (A-B)). For the alternatives analysis in this Draft EIR, the potential scenario where the Project does not proceed is considered to be the “No Project Alternative/No Development Alternative.”

The following scenarios were identified by the City of Jurupa Valley as potentially feasible alternatives to the proposed Project that would be evaluated in detail in the EIR: (1) No Project/No Development; (2) General Plan Development; (3) Higher Residential Land Use; and (4) Commercial Retail.

### 5.6.1 No Project / No Development Alternative

The no project /no development alternative considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the approximately 19.36-acre Project site would

continue to consist of primarily vacant land. Under this Alternative, no improvements would be made to the Project site and none of the Project's roadway, drainage, utility, and other infrastructure improvements would occur. This Alternative was selected by the City to compare the environmental effects of the Project with an alternative that would leave the Project site in its existing condition.

### 5.6.2 General Plan Development Alternative

The General Plan Development Alternative proposes land uses consistent with the City's General Plan Land Use Map - the site is designated for Ranch uses (EDR – 0.5 units/acre max.). This designation means the site could be developed with up to 10 residential units.

This alternative would not require a General Plan Amendment. The project site is located within two Compatibility Zones, Compatibility Zone C (17.95 acres) and Compatibility Zone D (0.6 acres). At this development density, the project would still not meet the Flabob Airport Land Use Plan (ALUP) maximum allowable density of 0.2 dwelling units per acre for Compatibility Zone C or the maximum allowable density of either below 0.2 units per acre or above 5.0 dwelling units per acre for Compatibility Zone D. The result of the General Plan Development Alternative would result in 3 units allowed in Zone C under the 0.2 du/acre, and 3 units in Zone D under the 5 du/acre allowable density. No units would be allowed in Zone D under the ALUC 0.2 du/acre density requirement.

### 5.6.3 Commercial Alternative

The Commercial Retail Alternative would develop the Project site into commercial uses. If the entire site were to support commercial retail uses, a maximum of 295,163 square feet of commercial space could be built on the 19.36-acre site based on an FAR of 0.35. This alternative would require a General Plan Amendment and Zone Change to eliminate the Estate (EDR) land use designation to Commercial Retail (CR). Due to the number of vehicular trips generated by retail uses, this alternative may result in increased traffic and air quality impacts. General Plan Table 2.3 *Non-Residential Land Use Statistics and Buildout Projections*, indicates retail uses generate 1 employee per 600 square feet which would result in 492 employees for the site. The Riverside Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 2,700 people in the Zone C and another 180 in Zone D for a total of 2,880 person which would include employees and customers. With the estimated 492 employees on-site, that allows for only 2,388 customers, the exact number of anticipated customers cannot be estimated without knowing the future types of retail businesses that could be present.

Using the Institute of Transportation Engineers (ITE) Trip Generation manual ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 3.81 trips per unit per 1,000 square feet of retail space the commercial retail alternative would result in approximately 1,125 trips per day. Under the proposed Project the daily trips would be 293, the commercial retail would create a 284 percent increase in traffic.

It is unknown if this Alternative would eliminate significant impacts related to Hazards and Hazardous Materials (i.e., consistency with the Flabob ALUP) as the number of customers on-site at any given time cannot forecast without details on types of business that may be present. This Alternative would continue to impact relative Land Use and Planning since it would not be consistent with the General Plan, Zoning or potentially the policies regarding the Flabob ALUP. Additionally, this Alternative would have a significant direct and cumulative traffic impacts as it would generate almost 284 percent more traffic compared to the

proposed Project, which would additionally create potential environmental impacts to Air Quality, Greenhouse Gas Emissions, Noise, and Traffic.

## 5.7 Analysis of Alternatives

The following discussion compares the impacts of each alternative considered by the City of Jurupa Valley with the impacts of the proposed Project, as detailed in Section 4.0, *Environmental Analysis*, of this Draft EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant impacts that require mitigation fall under the topics of Hazards and Hazardous Materials (i.e. inconsistency with Flabob Airport ALUP), and Land Use and Planning (i.e. inconsistency with Flabob Airport land use compatibility policies). Although the Project's less-than-significant impacts also are mentioned and compared to the alternatives evaluated herein, the emphasis is on the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impact

### 5.7-1 No Project / No Development Alternative

The No Project/No Development Alternative assumes no development or disturbance on the Project site beyond that which now occurs (i.e., existing conditions). As such, the approximately 19.36-acre Project site would continue to consist of a single-family residence and disturbed vacant land. Under this Alternative, no improvements would be made to the Project site and none of the proposed Project's land use, roadway, utility, or other infrastructure improvements would occur. This Alternative was selected by the City of Jurupa Valley to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition subject to the continuation of the existing conditions, and is required by CEQA. (See CEQA Guidelines § 15126.6(e)(1).).

#### 1. Hazards and Hazardous Materials

The No Project/No Development Alternative would leave the site with a single-family residency and primarily vacant and unused condition which would not conflict with and land use restrictions in the Flabob Airport Land use Plan (ALUP). This alternative would therefore eliminate the significant impact of the proposed Project in this regard.

#### 2. Land Use and Planning

The No Project/No Development Alternative would leave the site in its general existing condition. This alternative would not require any land use entitlements from the City ( no General Plan Amendment or Tentative Tract Map). The proposed Project is not consistent with a number of City General Plan policies and these impacts are considered significant. By comparison, there would be no impacts related to Land Use and Planning from this alternative ( vacant land will have no impact to Flabob ALUP). However, leaving the property in its existing condition would conflict with other

General Plan policies related to economic growth and not fulfill the City's vision for long-term buildout of the City related to the ultimate use of this property.

### 3. Conclusion

The No Project/No Development Alternative would avoid all of the significant environmental impacts of the proposed Project. While it is acknowledged that this Alternative would not achieve the City's General Plan vision in terms of developing the site with residential land uses, no significant adverse environmental impacts would result from leaving the property in its existing. The No Project/No Development Alternative would not fulfill the underlying purpose of the Project or meet any of the Project's objectives because the site would remain undeveloped and utilized in its current condition.

#### 5.7-2 General Plan Development Alternative

The General Plan Development Alternative proposes land uses consistent with the City's General Plan Land Use Map - the site is designated for Ranch uses (EDR – 0.5 units/acre max.). This designation means the site could be developed with up to 10 residential units. This alternative would not require a General Plan Amendment.

##### 1. Hazards and Hazardous Materials

At the development density proposed in the General Plan Development Alternative the residential use would not meet the ALUP maximum allowable density of 0.2 dwelling units per acre for Compatibility Zone C or the maximum allowable density of either below 0.2 units per acre or above 5.0 dwelling units per acre for Compatibility Zone D. The result of the General Plan Development Alternative would result in 3 units allowed in Zone C under the 0.2 du/acre, and 3 units in Zone D under the 5 du/acre allowable density. No units would be allowed in Zone D under the ALUC 0.2 du/acre density requirement; therefore, it is still inconsistent with the General Plan Land Use Element Policies 5.56, 5.57, 5.58, 5.61 regarding consistency with the Flabob Airport Land Use Plan (ALUP). Therefore, this Alternative still has significant impacts relative to Hazards and Hazardous Materials, similar to the proposed Project.

##### 2. Land Use and Planning

As identified in Draft EIR Subsection 4.2, *Land Use and Planning*, the proposed Project would not conflict with the policies from the General Plan with the exception of Land Use Element Policies 5.56, 5.57, 5.58, 5.61 regarding consistency with the Flabob Airport Land Use Plan (ALUP). Even though this Alternative is consistent with the land use designations of the General Plan for this site, it is still inconsistent with the General Plan policies cited above and thus would have significant impacts relative to Land Use and Planning, similar to the proposed Project.

##### 3. Conclusion

Similar to the proposed Project, the General Plan Development Alternative would still have significant impacts related to Hazards and Hazardous Materials and Land Use and Planning in that it is inconsistent with Land Use Element Policies 5.56, 5.57, 5.58, 5.61. This alternative would meet

the Project objectives to a similar degree as the proposed Project as it would provide residential use but would not provide the density requested by the proposed Project.

### 5.7-3 Commercial Retail Alternative

The Commercial Retail Alternative would develop the Project site into all commercial uses. The Flabob Airport ALUP recommends only one residential unit on the site which essentially precludes any viable residential development on the site. If the entire site were to support commercial retail uses, a maximum of 295,163 square feet of commercial space could be built on the 19.36-acre site based on an FAR of 0.35. This alternative would require a General Plan Amendment to eliminate the Estate (EDR) land use designation to Commercial Retail (CR). This alternative would also require a Zone Change as the A-1 (Light Agriculture) zone would not allow retail uses. Due to the number of vehicular trips generated by retail uses, this alternative may result in increased traffic and air quality impacts. *General Plan Table 2.3, Non-Residential Land Use Statistics and Buildout Projections*, indicates retail uses generate 1 employee per 600 square feet which would result in 492 employees for the site. Using the Institute of Transportation Engineers (ITE) Trip Generation manual ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 3.81 trips per unit per 1,000 square feet of retail space the commercial retail alternative would result in approximately 1,125 trips per day if it was built out with all commercial uses.

#### 1. Hazards and Hazardous Materials

The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 2,700 people in the Zone C and another 180 in Zone D for a total of 2,880 person which would include employees and customers. With the estimated 492 employees on-site, that allows for only 2,388 customers, the exact number of anticipated customers cannot be estimated without knowing the future types of retail businesses that could be present. If this alternative provided for a density of less than 2,880 persons on-site the Commercial Retail Alternative would be consistent with General Plan Land Use Element Policies 5.56, 5.57, 5.58, 5.61, and Noise Element Policy NE 1.8 regarding consistency with the Flabob Airport Land Use Plan (ALUP). Therefore, this Alternative could have less than significant impacts relative to Hazards and Hazardous Materials, while the proposed Project had significant impacts in this regard.

#### 2. Land Use and Planning

This Alternative could eliminate the land use and planning impacts related to consistency with the Flabob ALUP. As identified in Draft EIR Subsection 4.2, *Land Use and Planning*, the proposed Project would not conflict with the other policies from the General Plan. The Commercial Retail Alternative would generate considerably more traffic than the proposed Project (eg., a 293 percent increase with 1,125 daily trips compared to 293 trips for the Project). Due to higher traffic generation, this Alternative may have substantially increased VMT, Greenhouse Gas and Air Quality Emissions, as well as Noise impacts compared to the proposed Project. Therefore, impacts of this Alternative would still be significant and potential higher relative to Land Use and Planning.

#### 3. Conclusion

Compared to the proposed Project, the Commercial Retail Alternative could eliminate significant impacts related to Hazards (i.e., ALUP Consistency) would have reduced impacts relative to Land Use and Planning as this alternative could be consistent with the General Plan policies regarding

the Flabob ALUP. However, this Alternative could have significant traffic impacts and would generate considerably more traffic than the proposed Project (eg., 1,125 daily trips compared to 293 trips for the Project). This alternative would provide a substantial amount of commercial use in a residential area and would not provide for any residential use. This Alternative may have substantially increased VMT, Greenhouse Gas and Air Quality Emissions, as well as Noise impacts compared to the proposed Project and does not meet the Project objectives.

### **Environmentally Superior Alternative**

Because the No Project/No Development Alternative would result in lower impacts resulting from construction and operation of the Project to less than significant levels, it is the environmentally superior alternative. When the environmentally superior alternative is the No Project Alternative, the CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other alternatives evaluated.

Based on the analysis in Section 6.0, Alternatives, the General Plan Development Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to NOx emissions, greenhouse gas emissions, and VMT will be less when compared to the Project but may remain significant and unavoidable for Flabob Airport Compatibility.

## 6.0 Other CEQA Considerations

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines §15126[b]). As thoroughly described in Subsections 4.3 through 4.4 of this Draft EIR, the proposed Project would result in significant and unavoidable direct and/or cumulatively considerable impacts related to the topics of Hazards and Hazardous Materials and Land Use and Planning. *Table 6-1: Significant Environmental Effects Which Cannot be Avoided*, describes the significant unavoidable impacts that would occur should the proposed Project be implemented and after the application of regulatory requirements from applicable Plans, Policies, and Programs (PPPs), Project Design Features (PDFs), or the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the proposed Project in Sections 4.3 through 4.4 of this Draft EIR.

### 6.1 Significant Effects That Cannot Be Avoided if the Proposed Project is Implemented

Significant effects which cannot be avoided are the significant and unavoidable impacts that would occur if the Project was implemented and after applying regulatory requirements and mitigation measures. The Project does not result in any significant and unavoidable impacts, as discussed in subsections 4.1 through 4.14.

**Table 6.1 Significant Environmental Effects Which Cannot be Avoided**

Environmental Topic Section	Type of Impact	Description of Impact
Hazards and Hazardous Materials (Subsection 4.3)	Direct Impacts	The Project is INCONSISTENT with the 2005 Flabob Airport Land Use Compatibility Plan for Zones C and D. Mitigation or changes to the Project to achieve consistency would require a no Project Alternative so mitigation is infeasible.
	Cumulatively Considerable Impacts	This Project, in concert with other land use proposal that would increase unit count/density within the Flabob ALUP would contribute to cumulatively considerable impacts related to airport land use consistency. However, the proposed Project does not appear to represent a significant risk to public safety as a result of its proposed land uses in relation to the Flabob Airport operations.
Land Use and Planning (Subsection 4.4)	Direct Impacts	The Project would not be consistent with the following General Plan policies: Land Use Element Policies LUE-5.55, 5.57, 5.58, and 5.61 with respect to consistency with the Flabob Airport ALUP.

Environmental Topic Section	Type of Impact	Description of Impact
	Cumulatively Considerable Impacts	This Project, in concert with other land use proposal that would increase unit count/density within the Flabob ALUP would contribute to cumulatively considerable impacts related to airport land use consistency.

## 6.2 Significant Irreversible Environmental Changes

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (2023 CEQA Guidelines §15126.2[d]). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Implementation of the Project would commit future generations to the residential uses proposed by the Project on the Project site. As demonstrated in the analysis presented throughout Draft EIR Section 4.0, construction and long-term operation of the proposed Project would be compatible with existing and planned future land uses that surround the Project site and would not result in significant and unavoidable physical environmental effects to nearby properties. Although the Project would cause significant and unavoidable impacts to the environment associated with airport-related hazards and land use and planning as summarized above in Table 6-1, these effects would not commit surrounding properties to a particular land use other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. The placement of new land uses under the proposed Project would have irreversible effects on the Flabob Airport Land Use Plan in terms of allowing development at intensities higher than allowed under that plan. However, the Project would not result in a significant irreversible change to nearby off-site properties.

Because no significant agricultural, biological, mineral, geological, or other sensitive or unique natural resources occur within the Project site as demonstrated in the Project’s Initial Study (refer to Appendix A-1), the Project is not expected to reduce the availability of any natural resources associated with long-term operational activities associated with the proposed Project. Also, residential operations of the proposed Project would utilize natural gas and electricity, some of which comes from renewable resources. However, the Project is required by law to comply with the California Building Standards Code which would minimize the Project’s demand for non-renewable resources. A more detailed discussion of the energy usage during construction and operations is provided in the Initial Study Section 4.6, Energy (Appendix A-1). Accordingly, the Project would not result in a wasteful consumption of energy and the Project would not result in a significant, irreversible change to the environment related to energy use.

### 6.3 Growth-Inducing Impacts

CEQA requires a discussion of the ways in which the Project could be growth-inducing. The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (2023 CEQA Guidelines §15126.2[e]). A project is defined as growth inducing when it directly or indirectly does any of the following:

- Fosters population growth
- Fosters economic growth
- Includes the construction of additional housing in the surrounding environment
- Removes obstacles to population growth
- Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
- Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

Pursuant to CEQA Guidelines §15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can have direct and/or indirect growth-inducement potential. Direct growth inducement would result if a project involved construction of new housing. A project can have indirect growth-inducement potential if it would establish substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a substantial construction effort with substantial short-term employment opportunities and indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. An example of this indirect effect would be the expansion of a wastewater treatment plant, which might allow for more development in service areas.

Environmental effects resulting from induced growth (i.e., growth-induced effects) fit the CEQA definition of “indirect” effects in §15358(a)(2) of the CEQA Guidelines. These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that the EIR speculate unduly about the precise location and site-specific characteristics of significant, indirect effects caused by induced growth, but a good-faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences – such as conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and wildlife habitat – that are the result of growth fostered by the project. The decision to allow those projects that result from induced growth is the subject of separate discretionary processes by the lead agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts and specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

The Project is a residential development that will generate new residents on the site. The Initial Study Section 4.14 – Population and Housing estimates the proposed. Based on the State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023 with 2020 Census Benchmark, the City of Jurupa Valley currently has 3.66 persons per household. Under the existing General Plan Land Use Plan the Project would result in a population of 37 persons (10 dwelling units x 3.66 persons per household = 37). The Project proposes 31 dwelling units so the actual estimated population would be 113 persons (31 dwelling units x 3.66 persons per household = 113). This assumes that all new residents would come from outside the City limits of Jurupa Valley. The Project could increase the population of the City above what is planned by the General Plan Land Use Plan by 76 persons. The current population of Jurupa Valley is approximately 104,983 (State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023 with 2020 Census Benchmark). According to General Plan Table 2.2: Residential Land Use Statistics and Buildout Projections, the “buildout” population of the City is estimated to be 148,117 persons. Thus, the Project’s increase of population resulting in 76 persons would be minimal as compared to the buildout population of 148,117 persons.

Typically, population growth would be considered a significant impact, or a significant concern regarding growth inducement, if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. Water and sewer service to the Project site will be provided by the Rubidoux Community Services District from existing facilities in Riverview Drive and Rio Road. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines. Water and sewer infrastructure will not have to be extended in the area to serve the Project. In addition, the analysis in Section 4.19, *Utilities and Service Systems*, of the Initial Study Checklist (see Appendix A-1) demonstrates that the impacts on public services are less than significant so the public service provider’s ability to provide services will not be reduced. Therefore, the amount of growth represented by the proposed Project is not expected to induce additional or substantial unanticipated growth into the surrounding area in the foreseeable future.

The proposed Project also would create short-term construction-related jobs. It is expected that the majority of the construction-related employees would be drawn from the existing labor force that would be available in the local area and region.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population of residents or employees. The Project’s construction-related and operational-related residents would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs is expected to be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment based on the amount of available commercial and retail services available in areas near the Project site, including the Cities of Riverside, Ontario, Fontana, and Norco. Accordingly, the onsite housing and employment generation would not induce substantial growth in the area because it is anticipated that the Project’s future residents and employees would already be living in and around the general area of Jurupa Valley.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative beyond the rule of reason. CEQA does not require the analysis of speculative effects (CEQA Guidelines §151454). If any other property owner were to propose development or redevelopment of a property in the Project vicinity or in any part of the City, the project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as SCAG. Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

For the reasons outlined above, it is unlikely, speculative, and not reasonably foreseeable that the Project would induce substantial growth in the form of additional housing or non-residential economic activity or employment that would result in measurable impacts on the off-site physical environment. In addition, the development of the proposed Project would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

#### **6.4 Impacts Considered Not Significant**

Section 15128 of the CEQA Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

An Initial Study was prepared for the proposed Project, which is included as Appendix A-1 to this Draft EIR. Through the Initial Study process, the City of Jurupa Valley determined that the proposed Project could potentially cause adverse environmental effects, and an EIR is required. The Initial Study concluded that the Project would result in either no impacts, less-than-significant impacts, or less than significant impacts with mitigation incorporated involving fifteen (15) categories of potential impacts: Aesthetics, Agriculture and Forest Resources; Air Quality, Biological Resources; Cultural Resources; Energy; Geology and Soils; Greenhouse Gas Emissions, Hydrology and Water Quality; Mineral Resources; Noise, Population and Housing; Public Services; Recreation; Tribal Cultural Resources, Utilities and Service Systems; and Wildfire.

A thorough discussion of the environmental issues that were determined to be less than significant are provided in the Initial Study Checklist provided in Appendix A-1 of this document.

## 7.0 References

### 7.1 References Cited in the EIR (by order as appears in the document)

Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://www.rcaluc.org/Plans/New-Compatibility-Plan>

City of Jurupa Valley-General Plan Land Use Map August 2020

Federal Aviation Regulation (FAR) Part 77

California Public Utilities Code §§21670- 21679.5

*California Airport Land Use Planning Handbook*, October 2011

Jurupa Valley Municipal Code Chapter 9.175 Section 9.175.020 Uses Permitted

CEQA Guidelines § 15126.6(e) (3) (A-B).

CEQA Guidelines § 15126.6(e)(1)

Transportation Engineers (ITE) Trip Generation Manual.

CEQA Guidelines §15126[b]

CEQA Guidelines §15126.2[e]

CEQA Guidelines §15358(a)(2)

State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023

CEQA Guidelines §151454

### 7.2 Persons Contributing to EIR Preparation

#### 7.2.1 City of Jurupa Valley

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### 7.3 Documents Appended to This EIR

A-1: Initial Study Checklist, Saddlehorn Ranch Residential Project. With Appendices

A-2: Notice of Preparation (NOP), Saddlehorn Ranch Residential Project.

A-3: Comments Received

- B-1: *Aeronautical Obstruction Evaluation Study TTM38171 Project*, Allen Aviation Consulting Services LLC, (No date)
- B-2: *Airport Land Use Commission (ALUC) Staff Report*, File No. ZAP1100RI20; October 14, 2021
- B-3: *Determination of No Hazard to Air Navigation*, Federal Aviation Administration Letters, January 20, 2023.