

Old Plantation Mobile Home Project

Draft Environmental Impact Report SCH No. 2022120064

City of Jurupa Valley Master Application (MA) 19216



Lead Agency

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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 actions 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 an additional 9 new mobile home units on vacant spaces in an existing mobile home park consisting of 223 spaces. This will increase the occupied spaces to 232 units or 8.37 dwelling units per acre on 27.72-acres.

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.

Change of Zone (CZ) No. 20013

The Project is proposing change of zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). Three (3) of the vacant spaces in the existing mobile home park are in the area currently zoned R-4 and six (6) are within the area currently zoned C-1/C-P. The proposed change is consistent with the site’s existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

Conditional Use Permit (CUP) Revision No. 0097R2

The Project’s current CUP requires a revision to include the proposed additional 9 units.

Under Section 9.90.020 C (1), of the City’s Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted.

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 site area is approximately 27.72 acres and is located at 3825 Crestmore Road, the southwest corner of Mission Boulevard and Crestmore Road and northeast of Capary Road, and 3830 Crestmore Road, the southeast corner of Mission Boulevard and Crestmore Road. The Project site includes portions of Assessor’s Parcel Number (APN): 181-130-008 and 181-220-002. (Refer to Figure 3.1-1, Regional Location Map on page 3-2 and Figure 3.1-2, 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 vacant residential property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.
- Redevelop and activate vacant, blighted property within an existing mobile home community.

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 1.1-1 *Summary of Environmental Impacts Addressed in the EIR*.

Table 1.1-1 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 airport compatibility Zones B1 (22.08 acres) and C (5.64 acres). ¹ Zone B1 requires a land use density less than or equal to 0.05 dwelling units per acre and 30% 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 C restricts residential density to a maximum 0.2 dwelling units per acre or 1 du/5 acres. The Project proposes densities greater than this. The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2005 Flabob Airport Land Use Compatibility Plan (ALUP).
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 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>

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 December 5, 2022, to January 5, 2023 (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 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 Project site would continue to consist of a 223-space mobile home park with seven empty lots scattered throughout the complex on the portion of the mobile home park on the west side of Crestmore, with a vacant lot proposed for two units on the portion of the mobile home park on the east side of Crestmore. Under this Alternative, no improvements would be made to the 9 empty/vacant lots. 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.

No Project / General Plan Development Alternative / Change of Zone

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 HDR uses (High Density Residential – with a maximum 14 dwelling units/acre). This designation means the site could be developed with up to 388 residential units. This alternative would require a change of zone on the portions of the Project site that are zoned as C-1 / C-P (General Commercial) to one of the consistent residential zone districts per *Table 2.5: General Plan Land Use Designations and Consistent Zone Districts* of the General Plan.

According to *Map FL-1, Riverside County Airport Land Use Compatibility Plan*, the Project site is located within airport compatibility Zones B1 (22.08 acres) and C (5.64 acres).² Zone B1 restricts residential density to a maximum 0.05 dwelling units per acre (one dwelling unit per 20 acres) and Zone C requires a land use density less than or equal to 0.2 dwelling units per acre (one dwelling unit per 5 acres). Compatibility Zone B1 also requires a minimum of 30% open space with a minimum width of 75 feet and length of 300 feet and free of most structures and other major obstacles such as walls, large trees, or poles, and overhead wires. The open land requirements for each compatibility zone are applied with respect to the entire zone at a general or

² Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://rcaluc.org/new-compatibility-plan-2>

specific plan level or when a project is 10 acres or more, therefore the area located in Zone C being less than 10 acres would not have to meet the Zone C for a 20% open space requirement.

The result of the No Project/General Plan Development Alternative / Change of Zone Alternative would result in 309 units in Zone B-1 at 14 du/acre higher than the 0.05 du/acre allowed in Zone B-1 , and 79 units in Zone C at 14 du/acre higher than the 0.2 du/acre allowable density. This alternative would be required to provide for the open space requirements of the ALUP.

Commercial Alternative / General Plan Amendment / Change of Zone

The Commercial Retail Alternative would develop the Project site into commercial uses. This alternative would require a General Plan Amendment (GPA) for the Project site land use from HDR to CR (Commercial Retail) and a Change of Zone (CZ) for the portion of the site currently zoned Planned Residential (R-4) to General Commercial (C-1/C-P) If the entire site were to support commercial retail uses, a maximum of 422,619 square feet of commercial space could be built on the 27.72-acre site based on an FAR of 0.35. 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 704 employees for the site. The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 1,104 people in the Zone B-1 and another 846 in Zone C for a total of 1,950 persons which would include employees and customers. With the estimated 704 employees on-site, that allows for only 1,246 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 (11th Edition) ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 37.01 trips per unit per 1,000 square feet of retail space the commercial retail alternative would result in approximately 15,641 trips per day. Under the proposed Project the daily trips would increase by 45 trips per day to the existing project's current 1,115 trips for a total of 1,160 trips per day. The commercial retail alternative has the potential to create a 1,248 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 policies regarding the Flabob ALUP. Additionally, this Alternative would have a significant direct and cumulative traffic impact as it would generate almost 1,248 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 will remain inconsistent with the open space requirements of the ALUP.

Environmentally Superior Alternative

Because the No Project/No Development Alternative would result in no new impacts resulting from construction and operation of the Project, 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 5.0, Alternatives, the Commercial / General Plan Amendment / Change of Zone Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to air quality emissions, energy, greenhouse gas emissions, noise, and VMT will be more when compared to the Project. A commercial development that does not include more than 1,950 persons on the site would eliminate the significant and unavoidable for Flabob Airport Compatibility impact, however 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.

1.8 Summary of Impacts and Mitigation Measures

Table 1.1-2, 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 PPPs and MMs. 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 1.1-2 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
Aesthetics			
If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?	IS 4.1	<p>PPP 4.1-1 As required by Jurupa Valley Municipal Code section 9.100.020, permitted uses for the R-4 Planned Residential Zone include mobile home parks use with a conditional use permit (CUP). Municipal Code section 9.260.020 provides development standards for mobile home parks in residential zones that include, but are not limited to, development standards for lot size, setbacks, building heights, screening, and automobile storage.</p> <p>PPP 4.1-2 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>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.</p>	Less Than Significant
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan?	IS 4.3 (a)	<p>PPP 4.3-1. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust."</p> <p>PPP 4.3-2. 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>PPP 4.3-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings. "</p> <p>PPP 4.3-4. 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>	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	IS 4.3 (b)	PPP 4.3.1 through PPP 4.3-4	Less Than Significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
state ambient air quality standard.			
Expose sensitive receptors to substantial pollutant concentrations.	IS 4.3 (c)	PPP 4.3.1 through PPP 4.3-4	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
Biological Resources			
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)	PPP 4.4-1 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.	Less than significant
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	IS 4.4 (b)	PPP 4.4-1	Less than significant
Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh,	IS 4.4 (c)	None required	No Impact

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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?	IS 4.4 (d)	None Required	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)	PPP 4.4-1	Less Than Significant
Cultural Resources			
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)	None required	Less than significant.

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
Disturb any human remains, including those interred outside of formal cemeteries?	IS 4.5 (c)	PPP 4.5-1 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.	Less Than Significant
Energy			
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
Geology and Soils			
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)	<p>PPP 4.7-1 Prior to issuance of a certificate of occupancy as required by Municipal Code Section 8.30.010 <i>Installation of manufactured home, mobile home, or commercial coach.</i></p> <p>No person shall install or occupy any manufactured home, mobile home, or commercial coach (hereafter called "unit") to be used for the purpose of human habitation or occupancy on any site inside or outside of a mobile home park in the city, without first obtaining a permit from the building official. Each unit shall bear an insignia of approval issued by the California Department of Housing or a label issued pursuant to the Federal Mobile Home Construction and Safety Standards.</p> <p>(1). Applications shall be made to the building official in the forms provided by the Department of Building and Safety, The applicant shall furnish all the information required by Health and Safety Code Division 13 Part 2.1 (Health & Safety Code Section 18200 et seq.) and Title 25 of the California Code of Regulations and shall be accompanied by the required fees.</p> <p>(2). The installation of all units shall be in accordance with the relevant requirements of the California Health and Safety Code and Title 25 of the California Code of Regulations relating to such installations in accordance with any specific</p>	Less Than Significant

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		requirements of this Title.	
Seismic-related ground failure, including liquefaction?	IS 4.7 (a2)	PPP 4.7-1	Less Than Significant
Landslides?	IS 4.7 (a3)	PPP 4.7-1	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)	PPP 4.7-1	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)	PPP 4.7-1	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)	None Required	Less Than Significant

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	IS 4.8 (a)	<p>PPP 4.8-1. 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>PPP 4.8-2. 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
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	IS 4.9 (a)	None Required	Less than 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

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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 working in the Project area?	IS 4.9 (e) EIR 4.1	There are no feasible mitigation measures.	Significant and unavoidable
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
Hydrology And Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	IS 4.10 (a)	<p>PPP 4.10-1 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>PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge</i></p>	Less than significant

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p><i>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>PPP 4.10-3 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>	
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	IS 4.10 (b)	None Required	Less than significant
(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?	IS 4.10 (c) (i – iv)	PPP 4.10-1, PPP 4.10-2, PPP 4.10-3	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
(iv) Impede or redirect flood flows?			
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
Land Use And Planning			
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, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	IS 4.11 (b) EIR 4.2	There are no feasible mitigation measures.	Significant and unavoidable
Mineral Resources			
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
Noise			
Result in the generation of a substantial temporary or	IS 4.13 (a)	MM-NOI-1-Construction Noise Mitigation. Prior to the issuance of a building permit, the following notes shall be included on the site plans and the building plans. Project contractors shall be required to ensure compliance with the	Less than significant

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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?		<p>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 and vendor 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>	
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
Population and Housing			
Induce substantial unplanned population growth in an area, either	IS 4.14 (a)	None Required	Less than significant

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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?	IS 4.14 (b)	None Required	No impact
Public Services			
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: 1 – Fire Protection? 2 – Police Protection? 3 – Schools? 4 – Parks? 5 - Other public facilities?	IS 4.15 (a)	<p>PPP 4.15-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.</p> <p>PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.</p> <p>PPP 4.15-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.</p>	Less than significant
Recreation			
Increase the use of existing neighborhood and	IS 4.16 (a)	PPP 4.16-1 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	Less than significant

1.0 Executive Summary

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		pursuant to District Ordinance No. 01-2007 and 02-2008	
Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	IS 4.16 (b)	None required	Less than significant
Transportation			
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	IS 4.17 (a)	None required	Less than significant
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
Tribal Cultural Resources			
Listed or eligible for listing in the California Register of Historical Resources, or in a	IS 4.18 (a)	None required	No impact

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Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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?	IS 4.18 (b)	<p>MM- TCR-1: Native American Monitoring Agreement. Prior to the issuance of a building 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 including site preparation and utility infrastructure installation allowed by the building 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.</p> <p>The Monitoring Agreement shall include, but is not limited to, the following provisions:</p> <ul style="list-style-type: none"> a) Provide a minimum of 30 days advance notice to the Consulting Tribe(s) of all ground disturbing activities. b) 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. c) 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. <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>MM-TCR-2: Unanticipated Discovery: The Permit Applicant or any successor in interest shall comply with the following for the life of the site preparation process. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:</p> <ul style="list-style-type: none"> a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find 	Less than significant

1.0 Executive Summary

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site.</p> <p>b) The Consulting Tribe(s) and the City of Jurupa Valley Community Development Department shall meet and confer, and discuss the find with respect to the following:</p> <ol style="list-style-type: none"> 1. Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so: 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 3. Pursuant to Public Resources Code § 5024.1 (c) as it pertains to the Consulting Tribe(s): (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or (4) Has yielded, or may be likely to yield, information important in prehistory or history. <p>b) 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>c) 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</p>	

1.0 Executive Summary

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>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). Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</p> <p>MM-TCR-3: Final Report: If a Tribal cultural resource is discovered 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, and to the Consulting Native American Tribe(s).</p>	
Utilities and Service Systems			
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	IS 4.19 (c)	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
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?	IS 4.19 (d)	PPP 4.19-1 Prior to the issuance of building permits, the Project applicant shall submit a construction waste management plan in compliance with Section 4.408 of the 2022 California Green Building Code Standards.	Less than significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	IS 4.19 (e)	PPP 4.19-1	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 the Project combined with 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 and 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 to add an additional 9 mobile home units to an existing 223 space mobile home park on approximately 27.72 -acres. 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.

Change of Zone No. 20013

The Project is proposing a change of zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). Four (4) of the vacant spaces in the existing mobile home park are in the area currently zoned R-4 and five (5) are within the area currently zoned C-1/C-P. The proposed change is consistent with the site's existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

Conditional Use Permit (CUP) Revision No. 0097R2

The Project's current CUP requires a revision to include the proposed additional 9 units.

Under Section 9.90.020 C (1), of the City's Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted.

2.4 Project Location

The Project site area is approximately 27.72 acres and is located at 3825 Crestmore Road, the southwest corner of Mission Boulevard and Crestmore Road and northeast of Capary Road, and 3830 Crestmore Road, the southeast corner of Mission Boulevard and Crestmore Road. The Project site includes portions of Assessor's Parcel Number (APN): 181-130-008 and 181-220-002. (See Figure 3.1- Vicinity Location Map and Figure 3.2- Aerial Photo, Figure 3.3 – Conceptual Site Plan).

2.5 Requested Entitlements and Permits

The anticipated approvals required for this Project are listed in Table 2.1-1, *Requested Entitlements*.

Table 2.1-1 Requested Entitlements

Agency	Entitlement/Permit
City of Jurupa Valley	Certification of the EIR Approval of Change of Zone Approval of the Conditional Use Permit Revision

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 December 5, 2022, to the State Office of Planning and Research, each responsible and trustee agency, and submitted to the Riverside County Clerk. Table 2.1-2, *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 2.1-2 Summary of Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Comments	Location in this EIR where Comment is Addressed
Native American Heritage Commission	12/5/22	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 2.1-3, *Summary of Environmental Impacts Addressed in the EIR*.

Table 2.1-3 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 airport compatibility Zones B1 (22.08 acres) and C (5.64 acres). ³ Zone B1 requires a land use density less than or equal to 0.05 dwelling units per acre and 30% 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 C restricts residential density to a maximum 0.2 dwelling units per acre or 1 du/5 acres. The 20% open space is not required as the portion of the site within Zone C is less than 10 acres. The Project proposes densities greater than this. 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

³ 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>

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

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 December 7, 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 26, 2024, to November 12, 2024.**

All files are available at the following links:

<https://www.jurupavalley.org/DocumentCenter/Index/68> (see folder labeled MA19216 Old Plantation)

Governor's Office of Planning and Research, CEQAnet Web Portal at <https://ceqanet.opr.ca.gov/> Enter "2022120064" in the search box and find under "MA19216 Old Plantation."

Written comments regarding this EIR should be addressed to:

Miguel Del Rio, Senior Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue, Jurupa Valley CA 92509
Phone: 951-322-6464
Fax: 951-332-6995
Email: mdelrio@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.

Continued Next Page

3.0 Project Description / Environmental Setting

3.1 Project Location

The Project site area is approximately 27.72 acres and is located at 3825 Crestmore Road, the southwest corner of Mission Boulevard and Crestmore Road and northeast of Capary Road, and 3830 Crestmore Road, the southeast corner of Mission Boulevard and Crestmore Road. The Project site includes portions of Assessor's Parcel Number (APN): 181-130-008 and 181-220-002. (Refer to Figure 3-1, Regional Location Map on page 36 and Figure 3-2, Vicinity Map/Aerial Photo on page 37).

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 December 5, 2022. On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.1-1 - *Land Uses/General Plan Land Use Designations/Zoning Classifications*.

Table 3.1-1 Land Uses/General Plan Land Use Designations/Zoning Classifications

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Mobile home Park	HDR (High Density Residential)	R-4 (Planned Residential) ¹ C-1/C-P (General Commercial)
North	Commercial	CR (Commercial Retail)	R-VC (Rubidoux – Village Commercial)
South	Flabob Airport Single-Family Residential	PF (Public Facilities) MDR (Medium Density Residential)	AIR (Airport)
East	Santa Ana River.	OS-W (Open Space, Water)	W-1(Watercourse, Watershed, and Conservation Areas)
West	Single Family Residential	MHDR (Medium High Density Residential)	R-1 (One (1) Family Dwellings)

Source: Field inspection, City of Jurupa Valley-General Plan Land Use Map August 2020, Jurupa Valley Public Interactive GIS Application, and Google Earth Pro.

¹ Southern portion of site along Capary Road is zoned R-4, the northern portions of the site along with the portion east of Crestmore Road is zoned C-1/C-P

3.3 Project Description Summary

The Project is proposing an additional 9 new mobile homes in vacant spaces in an existing mobile home park consisting of 223 spaces or 8.37 dwelling units per acre on 27.72-acres. 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*.

Change of Zone (CZ) No. 20013

The Project is proposing a change of zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). Four (4) of the vacant spaces in the existing mobile home park are in the area currently zoned R-4 and five (5) are within the area

currently zoned C-1/C-P. The proposed change is consistent with the site's existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

Conditional Use Permit (CUP) Revision No. 0097R2

The Project's current CUP requires a revision to include the proposed additional 9 units.

Under Section 9.90.020 C (1), of the City's Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted.

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.
- Redevelop and activate vacant, blighted property within an existing mobile home community.

3.5 Proposed Improvements

Street Improvements and Access

Project will use existing internal streets and access off Crestmore Road.

Lighting

The Project will use existing onsite lighting.

Water and Sewer Improvements

Water: The Project will connect to the existing water service in the mobile home park.

Sewer: The Project will connect to the existing sewer line in the mobile home park.

Drainage Improvements

Drainage for the Project will preserve the existing drainage path that consists of curbs, gutters, and inlets.

3.6 Construction and Operational Characteristics

Construction

Construction of the mobile home units will take place offsite; the onsite installation and site preparation is expected to last approximately 26 days. The natural topography of the Project site is relatively flat, site leveling and no unusual conditions requiring grading are present and substantial import or export of earth materials is not expected.

During all phases of site preparation and installation of the new mobile home units, 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 and installation activities. Table 3.1-2, *Construction Equipment Assumptions*, shows the construction equipment that is expected to be used for grading the Project site.

Table 3.1-2 Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Site Preparation (Utility installation)	Tractors/Loaders/Backhoes	1	8
Leveling and rock base installation.	Tractors/Loaders/Backhoes	2	7
Building Construction (Mobile home installation)	Tractors/Loaders/Backhoes	1	6

Source: CalEEMod Datasheets (Appendix A of the Initial Study).

Operational Characteristics

The Project consists of a mobile home 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 mobile home park residential neighborhoods.

Figure 3.1-1 Regional Location Map

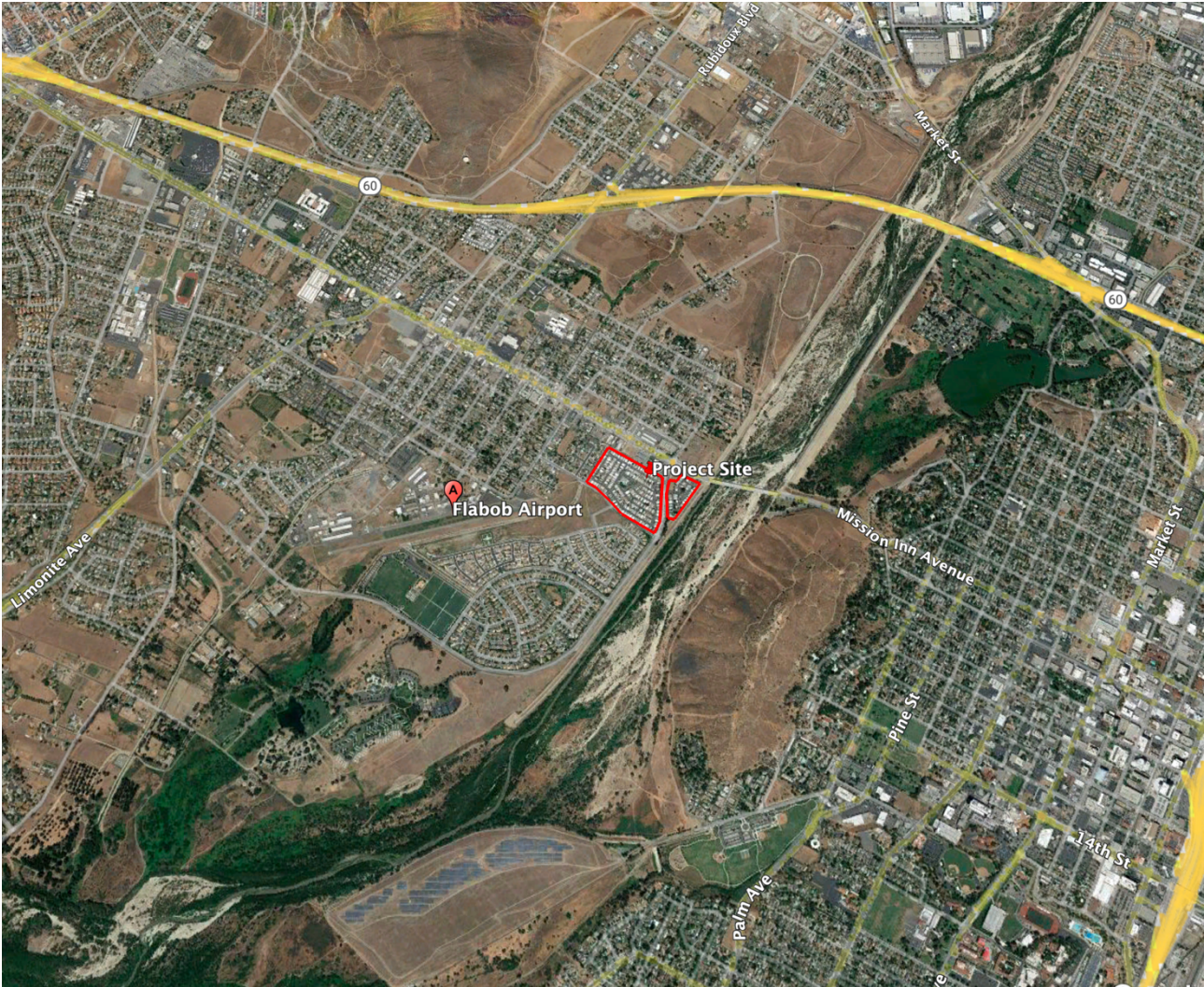


Figure 3.1-2 Vicinity Location Map/Aerial Photo



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 4.1-1 *Environmental Impacts Addressed in the EIR*.

Table 4.1-1 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 B1 (22.08 acres) and C (5.64 acres). ⁴ Zone B1 requires a land use density less than or equal to 0.05 dwelling units per acre and 30% 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 C restricts residential density to a maximum 0.2 dwelling units per acre or 1 du/5 acres. The 20% open space is not required as the portion of the site within Zone C is less than 10 acres. The Project proposes densities greater than this. The Airport Land Use Commission (ALUC) found the Project INCONSISTENT with the 2005 Flabob 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

⁴ 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 list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- 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.

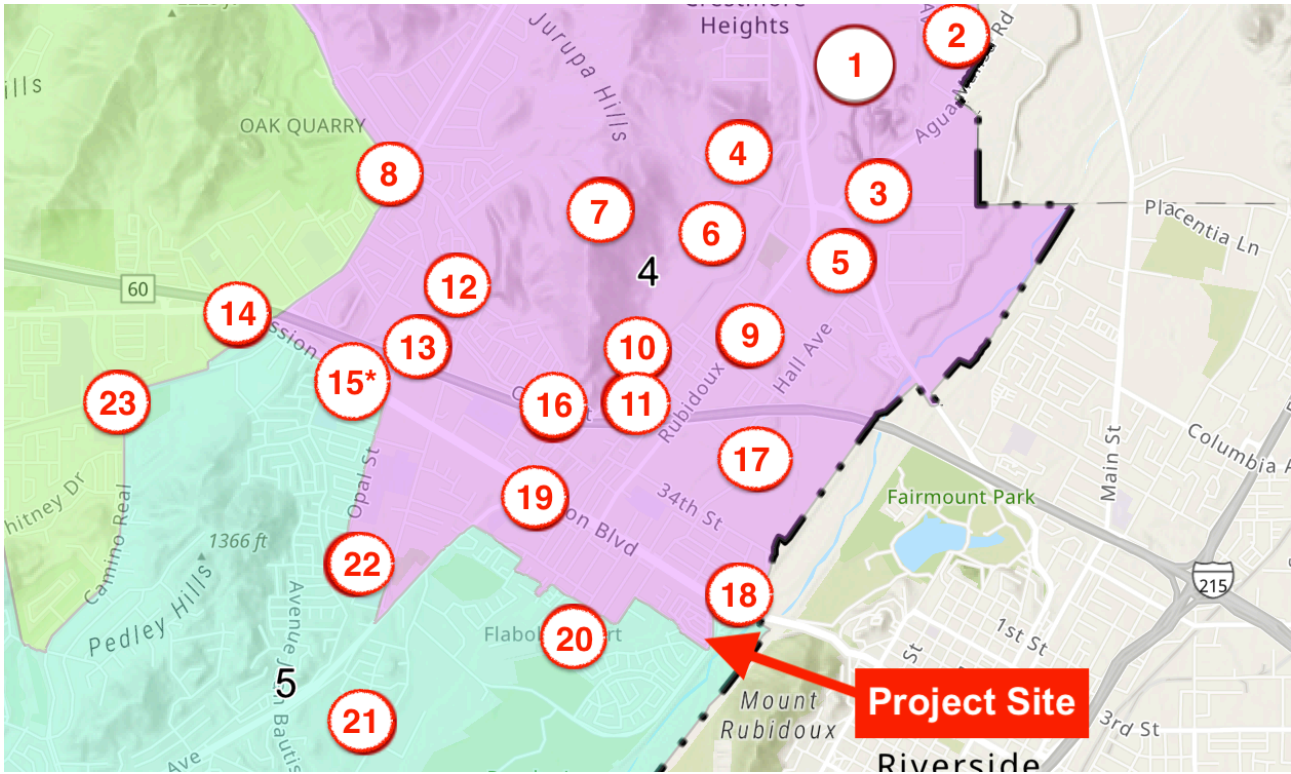
Table 4.1-2 shows the cumulative projects within an approximately 3-mile radius of the Project site. The table specifies dwelling units, and the nonresidential area associated with the projects. Figure 4.1-1 gives a graphical representation of the project locations.

Table 4.1-2 Cumulative Project List

Project ID No.	Project	Land Uses	Dwelling Units	Non-Residential (sf)
1	Agua Mansa Commerce Park	Industrial	---	4.2 Million
2	Agua Mansa Road Development	Industrial	---	335,002
3	Burrtec Operations Center	Industrial	---	37,025
4	Caterpillar Court	Industrial	---	306,894
5	Wheeler's Upfitters	Industrial	---	25,910
6	Rubidoux Commerce Park	Industrial	---	1.4 Million
7	Rio Vista Specific Plan	Specific Plan(residential, commercial, industrial)	1,697	2.7 Million
8	Tractor Supply	Commercial	---	43,786
9	Mt. Jurupa Business Park	Business Park (completed)	---	182,000
10	Emerald Ridge North	Residential (Single Family)	184	---
11	Emerald Ridge South	Residential (Single Family & Townhomes)	215	---
12	Shadow Rock Residences	Residential (Single Family)	398	---
13	Sequanota Heights	Residential (Single Family)	48	---
14	Panda Express & Commercial Center	Commercial (fast food drive-thru)	---	8,300
15*	Mission Village Shopping Center Quick Quack Car Wash	Commercial (retail, drive-thru coffee or fast food)	---	78,423
16	La Rue Townhomes	Townhomes	59	---
17	District at Jurupa Valley Specific Plan	Specific Plan (Multi-family residential, commercial, industrial)	1,192	3 Million
18	Rubidoux Gateway	Mixed Use (Multifamily and Commercial)	57	30,715
19	Mission Plaza Shopping Center	Commercial (Expired Entitlement)	---	---
20	Flabob Airport Zone	Airport Zone	---	---
21	Country Estates – Saddlehorn Ranch	Residential (Single Family)	31	---
22	Las Palmas	Residential (Single Family)	36	---
23	Madone Collection	Residential (Single Family)	35	---

Sources: City of Jurupa Valley Cumulative Project List

Figure 4.1-1 Location of Cumulative Projects



4.1 Hazards and Hazardous Materials

4.1.1 Introduction

The Initial Study² 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

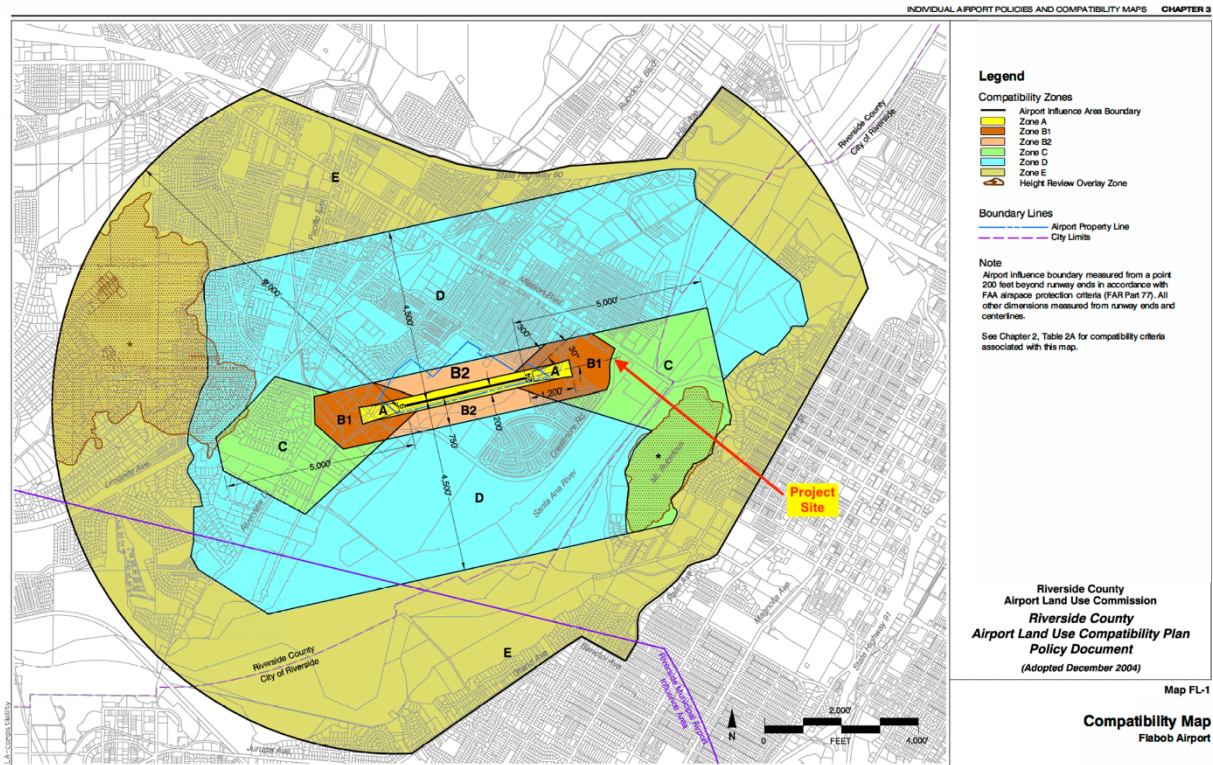
The Project site is an existing mobile home park and is bounded by Crestmore Road to the east, Capary Road to the southeast, residential uses to the west, and commercial use to the north. At its closest point the Project site is located approximately 770 feet northeast of the Flabob Airport runway, a 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 compatibility Zones B1 (22.08 acres) and C (5.64 acres).⁵ Zone B1 requires a land use density less than or equal to 0.05 dwelling units per acre and 30% 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 C limits residential density to a maximum 0.2 du/ac or 1 du/5acres. The 20% open space is not required as the portion of the site within Zone C is less than 10 acres.

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 Figure 4.1-2.

⁵ 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>

Figure 4.1-2 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 December 5, 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. The Flabob Airport falls under the FAA Category of a General Aviation Airport that do not serve scheduled passenger service or has scheduled service with less than 2,500 passenger boardings per year.⁶ General Aviation Airports usually serve private aircraft and small aircraft charter operations. Part 139 typically does not apply to

⁶ 49 U.S. Code Section 47102 –accessed June 21, 2024: <https://www.law.cornell.edu/uscode/text/49/47102>

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 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 policies 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 Airspace and Safety Analysis was also prepared by Williams Aviation Consultants. (Appendix C) 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.

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 Airspace and Safety Analysis (Initial Study - Appendix C) found that mobile home park would be outside the airport’s 55 dBA expected noise level contour from the Flabob Airport and as such the proposed Project is within the normally acceptable exterior noise limits. 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. Airspace protection is not a factor of the Project evaluation as it pertains to airspace

obstructions (tall buildings, antennas, and trees) and wildlife attractants (water quality basins or water features) which the Project site does not contain nor is proposing.

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 4.1-3 describes the basic compatibility criteria applicable to Zones B1 and C.

Table 4.1-3 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		
B1. Inner Approach/ Departure Zone	0.05 (average parcel size ≥ 20 ac.)	25	50	65	30%	Children’s schools, day care centers, libraries; Hospitals, nursing homes; Buildings with >2 aboveground Habitable floors; aboveground bulk storage of hazardous materials; critical community infrastructure facilities; Hazards to flight. ¹	Locate structures maximum distance form extended runway centerline. Airspace review required for objects >35 feet tall. Minimum Noise Level Reduction (NLR) of 25 dB in residences (including mobile homes) and office buildings. Avigation easement dedication.
C. Extended Approach/Departure Zone	0.2 (average parcel size ≥ 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. ¹	Airspace review required for objects >70 feet tall. Deed notice required. Minimum NLR of 20 dB in residences (including mobile homes) and office buildings.

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

¹ - 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 January 14, 2021, the Riverside County Airport Land Use Commission (ALUC) staff report for case number ZAP1035FL20 (Initial Study Appendix C), was issued that determined the following requested entitlements of the proposed Project were inconsistent with the 2004 Flabob Airport Land Use Compatibility Plan:

Change of Zone: The project is proposing change of zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). Three (3) of the vacant spaces in the existing mobile home park are in the area currently zoned R-4 and six (6) within are area currently zoned C-1/C-P. The proposed change is consistent with the site's existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

Conditional Use Permit Under Section 9.90.020 C (1), of the City's Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted. The current CUP requires a revision to include the additional 9 spaces.

The ALUC determined the Project was not consistent with the Flabob ALUP due to the residential density restrictions for Zone B-1 limit of residential density to 0.05 du/ac (one dwelling per 20 acres), and Zone C limit of residential density to 0.2 du/ac (one dwelling per 5 acres). Additionally, the ALUC determined that the existing mobile home park is not in conformance with the Compatibility Plan and that expansions of nonconforming uses are only permitted if the expansion does not result in more dwelling units than currently exist on the parcel(s). The Compatibility Plan's infill provisions are not applicable in Zone B-1, and would only allow up to 0.4 dwelling units per acre (one dwelling unit per 2.5 acres) in Zone C.

The ALUC also found that the project fails to provide the required open space areas for emergency landings. Compatibility Zone B-1 requires 30% open area, and C requires 20% 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 22.08 acres are located within Zone B-1 requiring 6.62 acres of open space, and approximately 5.64 acres are located within Zone C which would not require open space as that is below 10 acres in size.

Therefore, both the existing land uses on site and the proposed Project are inconsistent with the Zone B-1 and C restrictions for residential density or open space requirements. However, it should also be noted and the ALUC concurs that the Project proposes no uses that are specifically prohibited within Zones B-1 and C (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 Williams Aviation Consultants, (Initial Study - Appendix C).

The Williams Aviation Consultants, *Airspace and Safety Analysis* 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 Williams Aviation Consultants 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 13, Williams Aviation, 2021).

This analysis determined the Project would also not have significant impacts on these airport safety and flight operations.

Additionally, the FAA issued “No Hazard to Air Navigation” Determination Letter attached as Appendix C1. This analysis determined the Project would also not have significant impacts on these airport safety and flight operations.

3. General Plan Consistency. Table 4.1-4 below evaluates the Project relative to the policies of the City’s General Plan that relate to Flabob Airport.

Table 4.1-4 General Plan Consistency Analysis (Hazards)

General Plan Policy	Consistency Analysis
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 <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.	Not Consistent. The evaluation letter from ALUC determined the existing mobile home park and proposed Project, including the proposed Change of Zone and Conditional Use Permit, is not consistent with the Flabob ALUP.
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.	Consistent. The Project was submitted to the ALUC for review.
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	Not Fully Consistent. The Initial Study determined the proposed Project would not experience significant noise impacts from the airport and the Williams Aviation Consulting Services Report determined the Project would not create significant safety impacts on airport operations. However, the staff report from ALUC determined the Project was not consistent with the Flabob ALUP.

General Plan Policy	Consistency Analysis
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 <i>Appendix A-4.0</i> and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.	Not Consistent. The evaluation letter from ALUC determined the Project was not consistent with the Flabob ALUP. The existing Project Site's General Plan Land Use and Zoning is inconsistent with the ALUP. The Proposed Project's General Plan Amendment to change the Land Use and request for a Change of Zone will also maintain the site's inconsistency with the ALUP.
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.	Not Consistent. The staff report from ALUC determined the project was not consistent with the Flabob ALUP. Clustering in Zones B-1 and C restricts the number of dwelling units to no more than 4 units per acre. The existing mobile home park is currently at 8.04 units per acre. Therefore, the proposed Project would not be consistent with the Flabob ALUP.
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.	Consistent. The existing site and proposed Project do not include bird attracting uses such as water quality basins or other attractors. Therefore, the Project would not attract birds or other wildlife that would be detrimental to airport operations.
LUE 5.63 Encroachment. Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	Consistent. The Project would not introduce any structures that would encroach into or adversely affect navigable airspace. The Williams Aviation Consultants, <i>Airspace and Safety Analysis</i> report and FAA issued "No Hazard to Air Navigation" Determination Letters indicate the proposed Project would not 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.	Consistent. The proposed Project was submitted to ALUC for review and comment.

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 Williams Aviation Consultants report and FAA issued "No Hazard to Air Navigation" Determination Letters demonstrate the Project would not result in significant risks to airport operations or safety, or a pose a significant risk to public health or safety. The evaluation in Table 4.1-2 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 the existing mobile home park as well as the proposed Project's additional nine (9) residential units. 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 existing mobile home units on the site. The General Plan Land Use on the site would provide for development of 8 to 14 du/acre or 222 to 388 residential units, however under the ALUP only 1 unit would be allowed in Zone B-1 under the 0.05 du/acre, and 1 unit in Zone C under the 0.2 du/acre allowable density. The maximum number of units under the ALUP would only permit up to 2 units, therefore the Project would remain inconsistent if developed within the current land use provisions and ALUP density requirements.

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 B-1 and Zone C, as shown in Figure 4.1-2.

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 B-1 and C 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 B-1 and C 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:

- 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 policies and plans. 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 2017); the *Jurupa Valley Zoning Map* (City of Jurupa Valley 2017), the *City of Jurupa Valley Municipal Code* (City of Jurupa Valley 2023); Southern California Association of Governments SCAG's 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS)(SCAG, 2016); and Google Earth (Google Earth Pro, 2024). Refer to Section 7.0, *References*, for a complete list for referenced sources.

4.2.2 Existing Conditions

Project Site

The Project site is an existing mobile home park and is bounded by Crestmore Road to the east, Capary Road to the southeast, residential uses to the west, and commercial use to the north. The Project site elevations on the site range from approximately 770 feet above mean sea level (MSL) to 775 feet above MSL sloping from the northeastern portion of the site to the southwest. This represents an elevational change across the site of 5 ± feet. According to the Biological Assessment (Initial Study - Appendix B) there is no native vegetation present on the proposed Project sites within the mobile home community. The seven (7) vacant spaces within the parcel located west of Crestmore Road (APN 181-130-008) are all completely or partially paved with asphalt or concrete, while the two (2) vacant spaces east of Crestmore Road (APN 181-220-002) are cleared and devoid of vegetation with the exception of the trees along the site's west boundary with Crestmore Road. The trees on the spaces on Parcel 181-220-002 will not be disturbed with the Project's development.⁷

Onsite and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 4.2-1

At its closest point the Project site is located approximately 770 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 Compatibility Zone B-1 (22.08 acres) and Zone C (5.64 acres). Zone B1 requires a land use density less than or equal to 0.05 dwelling units per acre and 30% 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 C limits residential density to a maximum 0.2 du/ac or 1 du/5acres. The 20% open space is not required as the portion of the site within Zone C is less than 10 acres.

⁷ Biological Assessment, Natural Resource Assessment, Inc., November 18, 2022. (Initial Study - Appendix B).

The current mobile home park has 223 mobile homes with density is 8.04 dwelling units per acre and will increase to 8.37 dwelling units per acre with the additional 9 mobile homes proposed by the Project.

Surrounding Land Uses

Table 4.2-1 Land Uses / General Plan Land Use Designations / Zoning Classifications

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Mobile home Park	HDR (High Density Residential)	R-4 (Planned Residential) ¹ C-1/C-P (General Commercial) ¹
North	Commercial	CR (Commercial Retail)	R-VC (Rubidoux – Village Commercial)
South	Flabob Airport Single-Family Residential	PF (Public Facilities) MDR (Medium Density Residential)	AIR (Airport)
East	Santa Ana River.	OS-W (Open Space, Water)	W-1(Watercourse, Watershed, and Conservation Areas)
West	Single Family Residential	MHDR (Medium High Density Residential)	R-1 (One (1) Family Dwellings)

Source: Field inspection, City of Jurupa Valley-General Plan Land Use Map August 2020, Jurupa Valley Public Interactive GIS Application, and Google Earth Pro.

¹ Southern portion of site along Capary Road is zoned R-4, the northern portions of the site along with the portion east of Crestmore Road is zoned C-1/C-P

General Plan Land Use Designations

The Project site General Plan Land Use Designation is High Density Residential (HDR). The HDR land use designation allows development of single-family attached and detached residences including townhouses, stacked flats, courtyard homes, patio homes, zero lot line homes, mobile home subdivisions and mobile home parks. The density range is from 8 dwelling unit per acre up to 14 dwelling unit per acre.

Zoning Designation

The Project site Zoning is Planned Residential (R-4) and General Commercial (C-1/C-P). The R-4 zone applies to areas nine (9) acres or greater. The R-4 zone requires a minimum lot area no less than 3,500 square feet (net), with minimum lot width of 40 feet and minimum depth of 80 feet. The R-4 zone allows single-family dwellings, multi-family dwellings, large group homes, residential care facilities, nonprofit community centers (e.g. social halls, churches, parks, and recreational facilities). Mobile home parks are permitted with an approved conditional use permit (CUP).⁸

The C-1/C-P zone does not have a minimum lot size requirement. The C-1/C-P zone allows a variety of commercial uses that include retail and service businesses and commercial uses such as vehicle sales and nurseries that require outside storage.⁹

4.2.3 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on December 5, 2022. No comments were made that pertain to Land Use and Planning.

⁸ Jurupa Valley Municipal Code Chapter 9.100 Section 9.100.020 Permitted Uses.

⁹ Jurupa Valley Municipal Code Chapter 9.115 Section 9.115.020 Uses Permitted.

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 website³, “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 policies and compatibility criteria for Flabob Airport.

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 Air- port 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, 2023).

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 Change of Zone (CZ) and Conditional Use Permit (CUP) to add 9 new mobile homes on existing vacant spaces within the existing mobile home park, as shown in Section 3.0 Project Description/Environmental Setting, Figure 3.1-2 Vicinity Location/Aerial Photo. The CZ and CUP are summarized below:

Change of Zone (CZ) No. 20013

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.

Conditional Use Permit (CUP) Revision No. 0097R2

The Project's current CUP requires a revision to include the proposed additional 9 units.

Under Section 9.90.020 C (1), of the City's Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted.

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 required discretionary entitlements are a Change of Zone (CZ 20013) and Conditional Use Permit (CUP 0097R2).

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 4.2-2 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 4.2-2 General Plan Consistency Analysis (Land Use & Planning)

Policy	Consistency Analysis
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 <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.	Not Consistent. The evaluation letter from ALUC determined the existing mobile home park and proposed Project, including the proposed Change of Zone and Conditional Use Permit, is not consistent with the Flabob ALUP.
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.	Consistent. The proposed Project was submitted to ALUC for review and comment.
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.	Not Fully Consistent. 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.
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 <i>Appendix A- 4.0</i> , and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.	Not Consistent. The evaluation letter from ALUC determined the project was not consistent with the Flabob ALUP.
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	Not Consistent. The staff report from ALUC determined the project was not consistent with the Flabob ALUP. Clustering in Zones B-1 and C restricts the number of dwelling units to no more than 4 units per acre. The existing mobile home park is currently at 8.04 units per acre. Therefore, the proposed Project would not be consistent with the Flabob ALUP

4.2 Land Use and Planning

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.	Consistent. The existing site and proposed Project do not include bird attracting uses such as water quality basins or other attractors. Therefore, the Project would not attract birds or other wildlife that would be detrimental to airport operations.
LUE 5.63. Encroachment. Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.	Consistent. The Project would not introduce any structures that would encroach into or adversely affect navigable airspace. The Williams Aviation Consultants, <i>Airspace and Safety Analysis</i> report and FAA issued “No Hazard to Air Navigation” Determination Letters indicate the proposed Project would not 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.	Consistent. The proposed Project was submitted to ALUC for review and comment.
LUE 7.4. Multimodal Orientation. 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.	Consistent. The proposed Project requests Change of Zone (CZ) to modify the zoning for the Project site, however, the requested CZ is compatible with residential uses to the site’s northeast and east boundary and residential uses located south across Capary Road.
LUE 7.5. Residential Growth Areas. 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.	Consistent. The proposed Project requests a Change of Zone (CZ) to modify the zoning for the Project site, however, the requested CZ is compatible with residential uses to the site’s northeast and east boundary and residential uses located south across Capary Road.
LUE 10.2. Infill Development. 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.	Consistent. 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 existing residential uses on the site and residential uses located west and southeast of the site.
LUE 10.4. Street and Trail Connectivity. Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.	Consistent. The proposed Project is located in a predominantly 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 bicycle trail is east of the site.
LUE 12.1. Service Capacity. Ensure that development does not exceed the City’s or the community service districts’ ability to adequately provide supporting	Consistent. The Project will utilize existing infrastructure within the existing mobile home park. City of Jurupa Valley and Rubidoux Community Services

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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.	District have 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.
LUE 13.1. Fair Share Infrastructure Funding. 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.	Consistent. 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> .
Mobility Element	
ME 2.4. Transportation Options. 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.	Consistent. The proposed Project would generate a small amount of additional housing in the City. 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.
ME 2.9. Project Integration. 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.	Consistent. 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.
ME 2.14. Traffic Study Guidelines. 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.	Consistent. The proposed Project would include 9 new mobile home units which would add approximately 45 trips per day. According to the City's Traffic Impact Analysis Guidelines projects generating less than 250 daily vehicle trips are presumed to have a less than significant impact.
ME 2.15. Traffic Impact Evaluation. 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	Consistent. No street improvements are associated with the Project as the additional mobile homes will be installed on vacant spaces within the existing mobile home park and use existing internal roadways and Crestmore Road for access.
ME 2.16. Traffic Impacts. Traffic studies prepared for development entitlements (e.g. tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.	Consistent. No street improvements are associated with the Project as the additional mobile homes will be installed on vacant spaces within the existing mobile home park and use existing internal roadways and Crestmore Road for access.
ME 3.11. Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	Consistent. The proposed Project is located within an existing mobile home development with connectivity to pedestrian walkways and bicycle lanes along Crestmore Road that connects to existing pedestrian and bicycle facilities in the surrounding roadways
ME 3.17. Public Transit Connections. Ensure safe pedestrian access through developments to existing and future transit routes and terminal facilities through project design.	Consistent. The proposed Project is located within an existing mobile home development with connectivity to existing pedestrian facilities within the surrounding

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	roadways which would allow for access to existing and future transit facilities.
ME 3.21. ADA Compliance. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	Consistent. The proposed Project is located within an existing mobile home development that includes ADA-compliant access throughout the Project site and connectivity to existing ADA compliant walkways within surrounding roadways.
ME 8.17. Sight Distance. Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	Consistent. City staff has reviewed the proposed Project's access driveways to ensure that they provide adequate site distances for safe vehicular movement.
Housing Element	
HE 4.3 Neighborhood Integration. New neighborhoods should be an integral part of an existing neighborhood or should establish pedestrian, bicycle, and, where appropriate, equestrian linkages that provide direct, convenient, and safe access to adjacent neighborhoods, schools, parks, and shopping.	Consistent: The project will utilize existing streets including Crestmore Road with curb, gutter sidewalk, landscaping, and on-street bicycle lane.
HE 5.1 New Construction. Encourage the development of dwellings with energy-efficient designs, utilizing passive and active solar features and energy-saving features that exceed minimum requirements in state law.	Consistent: The proposed project includes design standards to promote energy efficiency in new dwelling units.
HE 5.2 Sustainable Design. Residential developments should promote sustainability in their design, placement, and use. Sustainability can be promoted through a variety of housing strategies, including the following: 1. Maximize use of renewable, recycled-content and recycled materials, and minimize use of building materials that require high levels of energy to produce or that cause significant, adverse environmental impacts. 2. Incorporate renewable energy features into new homes, including passive solar design, solar hot water, solar power, and natural ventilation and cooling. 3. Minimize thermal island effects through reduction of heat-absorbing pavement and increased tree shading. 4. Avoid building materials that may contribute to health problems through the release of gases or glass fibers into indoor air. 5. Design dwellings for quiet, indoors and out, including appropriate noise mitigation for residential uses near noise sources such as highways, major streets, railroad tracks, and industrial uses. 6. Design dwellings to be economical to live in due to reduced energy or resource use, ease of maintenance, floor area, or durability of materials.	Consistent: The proposed project includes design standards to promote energy efficiency in new dwelling units.
Conservation and Open Space Element	
COS 2.3 Biological Reports. Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife	Consistent. A Project-specific Biological Assessment has been prepared by Natural Resources Assessment, Inc., for the Project as part of the Initial Study and is included in Appendix B.

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<p>habitat.</p> <p>COS 3.3 Water Quality. Employ the best available practices for pollution avoidance and control and encourage others to do the same. “Best available practices” means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies</p>	<p>Consistent. Included in the Initial Study 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>PPP 4.10-1 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>PPP 4.10-2 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>PPP 4.10-3 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>COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.</p>	<p>Consistent. The Project would comply with the Clean Water Act (CWA) Section 402. The CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site</p>

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COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.	Consistent. The site proposed for development of the Project is previously developed and currently paved with asphalt or concrete and requires no grading that would potentially unearth or disturb Cultural Resources.
COS 7.3 Development Review. Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review	Consistent. The site proposed for development of the Project is previously developed and currently paved with asphalt or concrete and requires no grading that would potentially unearth or disturb Cultural Resources.
COS 7.7 Qualified archaeologist present. Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures	Consistent. During the AB52 process the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation which was conducted via email. As a result of the AB52 consultation the Initial Study and MMRP includes Mitigation Measures MMs TCR-1 Native American Monitoring Agreement, TCR-2 Unanticipated Discovery, and TCR-3 Final Report.
COS 7.8 Native American Monitoring. Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	Consistent. The Initial Study and MMRP includes Mitigation Measures MMs TCR-1 Native American Monitoring Agreement, TCR-2 Unanticipated Discovery, and TCR-3 Final Report.
COS 7.9 Archaeological Resources Mitigation. Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional	Consistent. The site proposed for development of the Project is previously developed and currently paved with asphalt or concrete and requires no grading that would potentially unearth or disturb Archaeological Resources.
COS 8.6 Provision of Recreation Facilities. Require that parkland or open space dedication and improvement occur prior to, or concurrent with, construction, as a condition of approval of new residential subdivisions.	Consistent. The 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 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.
COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.	Consistent. From the Project site, the Santa Ana River is located approximately 600 feet east, the Jurupa Mountains are located approximately 3 miles northwest, and the Pedley Hills are located approximately 3.5 miles east. Views of the Santa Ana River are not available because of intervening development, topography, and the existing levee. Views of the Jurupa Mountains and

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	<p>Pedley Hills are limited due to intervening development and topography.</p> <p>PPP 4.1-1 and 4.2-2 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 7.50.010, all utilities serving and within the Project site shall be placed underground unless exempted by this section.</p>
COS 9.4 View Protection in New Development. The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.	Consistent. As discussed above the project is required to implement PPP 4.2-1 and 4.2-2.
<p>COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that:</p> <ol style="list-style-type: none"> 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or warranting illumination 3. Includes lighting frequencies (colors) that interfere with astronomical viewing 4. Produces glare (intense line-of-site contrast) 	Consistent. The Project is using existing lighting and would not increase the amount of light in the area above what is being currently generated. The Project will not be adding new sources of illumination including security and decorative lighting for the proposed structures.
Noise Element	
NE 1.5. Noise-Sensitive Uses. 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.	Consistent. 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, the proposed Project would not result in significant impacts to existing sensitive receptors within the Project vicinity with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
NE 1.6. Protection of Noise-Sensitive Uses. Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then the measures such as building techniques, setbacks, landscaping, and noise walls should be considered.	Consistent. As discussed in Section 4.13 - Noise, of the Initial Study, 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).
NE 1.7. Noise-Tolerant Uses. Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.	Consistent. The proposed residential uses would be located in an area that is designated for similar residential development.
NE 3.1. Noise Analysis. 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	Consistent. A discussion of Noise impacts was included in Section 4-13 - Noise, of the Initial Study, which concluded that the proposed Project would result in less than significant noise impacts on adjacent land uses

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near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented.	with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
NE 3.4. Construction Equipment. Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.	Consistent. As discussed in Section 4-13 - Noise, of the Initial Study, the Project's short-term construction noise impacts would be less than significant with implementation of Mitigation Measure NOI-1 Construction Noise Mitigation.
NE 3.5. Construction Noise. 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.	Consistent. 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.
Community Safety, Services, and Facilities Element	
<p>CSSF 1.1 Fault Rupture Hazards. When reviewing new development, minimize fault rupture hazards through the enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements:</p> <ul style="list-style-type: none"> • Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high risk occupancies located within 0.5 mile of all active or potentially active faults. • Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for especially critical or vulnerable structures or lifelines. • Require that critical infrastructure, including roads, bridges, and utilities be designated to resist, without failure, their crossing of a fault, if fault rupture occurs. • Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development within regional entities, State and local governments, private organizations, utility agencies, or universities 	Consistent: Active faults are not known to exist within the project area and a review of Special Publication 42: Earthquake Fault Zones indicates as the site is not within a California State designated Earthquake Fault Zone site-specific fault investigations are not required. The nearest known active fault to the project site is the San Jacinto Fault Zone approximately 7 miles to the northeast. There are no Alquist-Priolo earthquake fault zones located in Jurupa Valley.
CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental development and review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.	Consistent: As part of the original approval of the mobile home park by Riverside County a Geological Review (GEO001879) and Liquefaction Report (GEO0323) were approved.
CSSF 1.4 Structural Damage. Utilize the latest approaches to minimize damage to structures located in areas determined to have high liquefaction potential	Consistent: As part of the original approval of the mobile home park by Riverside County a Geological Review (GEO001879) and Liquefaction Report

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during seismic events	(GEO0323) were approved.
CSSF 1.15 Regional Storm Drain System. All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.	Consistent: As discussed in 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>CSSF 1.23 Fire Prevention. 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"> 1. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. 2. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or “lifeline” facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors. 3. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official. 	Consistent: As discussed in 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 measures.
CSSF 1.24 Adjacent Natural Vegetation. Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible	Consistent: 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.
CSSF 2.44. Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.	Consistent. 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.
CSSF 2.60 Waste Reduction. Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.	Consistent: City of Jurupa Valley General Plan Policy CSSF 2.67, Waste Diversion, mandates at least the minimum construction and demolition waste diversion requirement of 75 percent. Project construction would involve recycling and/or salvaging construction and demolition waste in accordance with the policy. Based on the analysis above, project impacts regarding solid

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CSSF 2.61 Waste Management. Encourage new development to employ construction waste management techniques to divert construction materials and debris away from the landfills	waste disposal would be less than significant Consistent: 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.
CSSF 2.66 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.	Consistent: City of Jurupa Valley General Plan Policy CSSF 2.67, <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

Plans, Policies, and Programs

City of Jurupa Valley Zoning and Municipal Code

The City of Jurupa Valley Zoning Map applies the “R-4 (Planned Residential)” zoning to the southern portion of the Project site along Capary Road and C-1/C-P (General Commercial) zoning the northern portion of the site west and east of Crestmore Road. According to the City’s Municipal Code, the primary purpose of the “R-4” zoning is to provide development of subdivisions containing open areas to be used for recreational purposes or tend to preserve the rural atmosphere of the area. (§ 9.100.010) while the “C-1/C-P” zoning is for common commercial uses (§ 9.115.020). The Project is inconsistent with the current permitted uses allowed in the corresponding R-4 and C-1/C-P zones. The Project is proposing a Change of Zone (CZ) from the R-4 and C-1/C-P to R-T (Mobile home Subdivision and Mobile home Parks Zone) under Section 9.90.020 C (1), of the City’s Municipal Code. Mobile home parks are permitted in the R-T Zone when a Conditional Use Permit (CUP) has been granted. The Project site has an existing CUP that will need revision to add the proposed 9 units. The Project’s application materials were reviewed by the City for conformance with the R-T zone development standards in the Municipal Code (§ 9.90.030). Accordingly, with approval of the CZ and a revised CUP adding the additional 9 units 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 4.2-3, 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 4.2-3 SCAG Connect SoCal Goal Consistency Analysis

RTP/SCS Goals	Project Consistency Discussion
1. Encourage regional economic prosperity and global competitiveness	Not applicable. 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	Consistent 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	Not applicable. 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	Not applicable. Development of the proposed project would not affect the regional transportation system.
5. Reduce greenhouse gas emissions and improve air quality	Consistent 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	Consistent. Development of the proposed Project would not affect the goals of supporting healthy communities' components as it will use existing infrastructure including adjacent and nearby pedestrian paths, equestrian, and bicycle trails/lanes.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent Project greenhouse gas emissions impacts were determined to be less than significant.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Not applicable. The project does not propose new transportation technologies.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent. The Project proposes development of nine (9) new mobile home 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	Not applicable. Project development would involve development of vacant spaces within an existing mobile home park not currently used for agricultural purposes. The project site does not contain 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 Project is proposing Change of Zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). The proposed change is consistent with the site's existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

The proposed Project will also require a Conditional Use Permit (CUP). Under Section 9.90.020 C (1) of the City's Municipal Code, mobile home parks are permitted in the R-T Zone when a CUP has been granted.

On January 14, 2021, the Riverside County Airport Land Use Commission (ALUC) staff report for case number ZAP1035FL20 (Initial Study - Appendix D), was issued that determined the following requested entitlements for the CZ and CUP 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 B-1 limit of 0.05 du/ac and Zone C limit of 0.2 du/ac. Additionally, the ALUC determined that County Wide Policy 3.3.1 Infill, which allows for greater densities than would otherwise be permitted, is not applicable to Zone B-1 and in Zone C 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, doubling the density increases the limit from 0.2 to 0.4 dwelling units per acre for Zone C. The Project's existing of 8.04 du/ac and the proposed density of 8.37 du/ac would remain inconsistent.

The ALUC also found that the project fails to provide the required open space areas for emergency landings. Compatibility Zone B-1 requires 30% and Zone C requires 20% 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 20.08 acres was located within Zone B-1 requiring 6.62 acres of open space and approximately 5.64 acres located within Zone C, which would not require open space as it is below 10 acres in size.

In determining the applicability of Part 77 the ALUC found the Project's highest elevation is 772 feet Above Mean Sea Level (AMSL) with a proposed building height of 18 feet resulting in the Project's highest elevation of 790 feet AMSL. Therefore, review of the buildings by the FAA Obstruction Elevation Service (FAAOES) for height/elevation reasons was not required. The Project however was submitted to the FAAOES for review and "*Determination of No Hazard to Air Navigation*" letter (Initial Study - Appendix C1) was received for the Project.

The proposed Project is not consistent with the land use intensity limits or open space requirements of the Flabob ALUP. However, the Williams Aviation Consultants Airspace and Safety Analysis 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 existing mobile home park is 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 no project alternative as well a reduction of the existing mobile home units on the site. The current General Plan Land Use on the site would provide for development of up to 388 residential units, however under the ALUP only 1 unit would be allowed in Zone B-1 under the 0.05 du/acre, and 1 unit in Zone C under the 0.2 du/acre allowable density. The maximum number of units under the ALUP would only permit up to 2 units and therefore the 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 an additional 9 new mobile home spaces to an existing mobile home park consisting of 223 spaces or 8.37 dwelling units per acre on 27.72-acres.

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.

Change of Zone (CZ) No. 20013

The project is proposing change of zone from the current zoning of Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile home Subdivision and Mobile home Parks Zone (R-T). Three (3) of the vacant spaces in the existing mobile home park are in the area currently zoned R-4 and six (6) within are area currently zoned C-1/C-P. The proposed change is consistent with the site’s existing underlying General Plan Land Use designation of High Density Residential (8 to 14 du/acre).

Conditional Use Permit (CUP) Revision No. 0097R2

The Project’s current CUP requires a revision to include the proposed additional 9 units.

Under Section 9.90.020 C (1), of the City’s Municipal Code mobile home parks are permitted in the R-T Zone when a CUP has been granted.

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.
- Redevelops and activates vacant, blighted property within an existing mobile home community.

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 5.1-1, *Summary of Environmental Impacts Addressed in the EIR*.

Table 5.1-1 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 B-1 (22.08 acres) and C (5.64 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.

5.0 Alternatives

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.

As the site is an existing mobile home park the 9 new units are essentially infill spaces scattered throughout the property. “Less intense” alternatives for developing the site for other land uses would not be feasible in the main portion of the mobile home park and therefore rejected as alternatives.

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. Additionally, these alternatives would require the relocation of the entire existing mobile home park. 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 an additional 9 new mobile home units to an existing mobile home park consisting of 223 spaces, the proposed Project would increase the occupied spaces to 232 or 8.37 dwelling units per acre on 27.72 acres. In the immediate surrounding area, the areas to the northwest and west are primarily developed with single-family residences, to the north commercial uses, to the east the Santa Ana River followed by the City of Riverside and to the south single-family residences and the Flabob Airport. In the larger surrounding area, there are limited vacant land as the largest vacant properties to the north will be developed by the newly approved “The District” Specific Plan. The majority of the land in the area consists of single-family residential and commercial 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. There are no sites noted in the area surrounding the Proposed project that could accommodate the exiting mobile home park and proposed 9 additional units.

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) No Project/General Plan Development/Change of Zone; (3) Commercial Retail/General Plan Amendment/Change of Zone.

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 27.72-acre Project site would continue to consist of the existing mobile home park with vacant lots scattered throughout the site. Under this Alternative, no improvements would be made to the Project site and the Project’s addition of 9 mobile home units would not 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 No Project / General Plan Development / Change of Zone Alternative

The No Project/General Plan Development/Change of Zone Alternative proposes land uses consistent with the City's General Plan Land Use Map - the site is designated for HDR uses (High Density Residential – with a maximum 14 dwelling units/acre). This designation means the site could be developed with up to 388 residential units. This alternative would require a change of zone on the portions of the Project site that are zoned as C-1 / C-P (General Commercial) to one of the consistent residential zone districts per *Table 2.5: General Plan Land Use Designations and Consistent Zone Districts* of the General Plan.

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 HDR uses (High Density Residential – with a maximum 14 dwelling units/acre). This designation means the site could be developed with up to 388 residential units. This alternative would require a change of zone on the portions of the Project site that are zoned as C-1 / C-P (General Commercial) to one of the consistent residential zone districts per *Table 2.5: General Plan Land Use Designations and Consistent Zone Districts* of the General Plan.

According to *Map FL-1, Riverside County Airport Land Use Compatibility Plan*, the Project site is located within two airport compatibility Zones B1 (22.08 acres) and C (5.64 acres).¹⁰ Zone B1 restricts residential density to a maximum 0.05 dwelling units per acre (one dwelling unit per 20 acres) and Zone C requires a land use density less than or equal to 0.2 dwelling units per acre (one dwelling unit per 5 acres). Compatibility Zone B1 also requires a minimum of and 30% open space requirement with a minimum width of 75 feet and length of 300 feet and free of most structures and other major obstacles such as walls, large trees, or poles, and overhead wires. The open land requirements for each compatibility zone are applied with respect to the entire zone at a general or specific plan level or when a project is 10 acres or more.

The result of the No Project/General Plan Development Alternative / Change of Zone Alternative would result in 309 units in Zone B-1 at 14 du/acre higher than the 0.05 du/acre allowed in Zone B-1, and 79 units in Zone C at 14 du/acre higher than the 0.2 du/acre allowable density. This alternative would be required to provide for the open space requirements of the ALUP.

5.6.3 Commercial Alternative / General Plan Amendment / Change of Zone

The Commercial Retail Alternative would develop the Project site into commercial uses. This alternative would require a General Plan Amendment (GPA) for the Project site land use from HDR to CR (Commercial Retail) and a Change of Zone (CZ) for the portion of the site currently zoned Planned Residential (R-4) to General Commercial (C-1/C-P). If the entire site were to support commercial retail uses, a maximum of 422,619 square feet of commercial space could be built on the 27.72-acre site based on an FAR of 0.35. 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 704 employees for the site. The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 1,104 people in the Zone B-1 and another 846 in Zone C for a total of 1,950 persons which would include employees and customers. With the estimated 704 employees on-site, that allows for only 1,246 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 (11th Edition) ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 37.01 trips per unit per 1,000 square feet of retail space the

¹⁰ Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://rcaluc.org/new-compatibility-plan-2>

commercial retail alternative would result in approximately 15,641 trips per day. Under the proposed Project the daily trips would increase by 45 trips per day to the existing project's current 1,115 trips for a total of 1,160 trips per day. The commercial retail alternative has the potential to create a 1,248 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 1,248 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 will remain inconsistent with the open space requirements of the ALUP.

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 27.72-acre Project site would continue to consist of an existing mobile home park. Under this Alternative, no improvements would be made to the Project site and none of the proposed Project's additional 9 mobile home units will be installed. 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.

1. Hazards and Hazardous Materials

The No Project/No Development Alternative would leave the site with an existing mobile home park which would continue to conflict with the land use restrictions in the Flabob Airport Land Use Plan (ALUP).

2. Land Use and Planning

The No Project/No Development Alternative would leave the site in its existing condition. This alternative would maintain the site being inconsistent with the existing commercial C-1/C-P zoning on the northern portion of the site. As the existing land use is inconsistent with the Flabob ALUP the impacts related to Land Use and Planning from this alternative are similar to the proposed Project.

3. Conclusion

The No Project/No Development Alternative would maintain the site in the current condition, which is inconsistent with the Flabob ALUP, however it would not increase the environmental impacts of the proposed Project by adding additional mobile homes. While it is acknowledged that this Alternative would not achieve the City's General Plan vision in terms of developing the site with residential and commercial land uses, it will also not lessen or eliminate the significant adverse environmental impacts of the proposed Project. The No Project/No Development Alternative would not fulfill the purpose of the Project or meet any of the Project's objectives because the site would remain as is with multiple lots undeveloped and unutilized in its current condition.

5.7-2 No Project / General Plan Development / Change of Zone Alternative

The No Project/General Plan Development/Change of Zone Alternative proposes land uses consistent with the City's General Plan Land Use Map - the site is designated for High Density Residential uses (HDR – 14 units/acre max.). This designation means the site could be developed with up to 388 residential units. This alternative would not require a General Plan Amendment but would require a change of zone on the portion of the site zone C-1/C-P (General Commercial)

1. Hazards and Hazardous Materials

At the development density proposed in the No Project/General Plan Development /Change of Zone Alternative the site is designated for HDR uses (High Density Residential – with a maximum 14 dwelling units/acre). This designation means the site could be developed with up to 388 residential units. This alternative would require a change of zone on the portions of the Project site that are zoned as C-1/C-P (General Commercial) to one of the consistent residential zone districts per *Table 2.5: General Plan Land Use Designations and Consistent Zone Districts* of the General Plan.

According to *Map FL-1, Riverside County Airport Land Use Compatibility Plan*, the Project site is located within two airport compatibility Zones B1 (22.08 acres) and C (5.64 acres).¹¹ Zone B1 restricts residential density to a maximum 0.05 dwelling units per acre (one dwelling unit per 20 acres) and Zone C requires a land use density less than or equal to 0.2 dwelling units per acre (one dwelling unit per 5 acres). Compatibility Zone B1 also requires a minimum of and 30% open space requirement with a minimum width of 75 feet and length of 300 feet and free of most structures and other major obstacles such as walls, large trees, or poles, and overhead wires. The open land requirements for each compatibility zone are applied with respect to the entire zone at a general or specific plan level or when a project is 10 acres or more.

¹¹ Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, October 2004. Available at: <https://rcaluc.org/new-compatibility-plan-2>

The result of the No Project/General Plan Development Alternative / Change of Zone Alternative would result in 309 units in Zone B-1 at 14 du/acre higher than the 0.05 du/acre allowed in Zone B-1 , and 79 units in Zone C at 14 du/acre higher than the 0.2 du/acre allowable density. This alternative would be required to provide for the open space requirements of the 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 No Project/General Plan Development/Change of Zone Alternative would still have significant impacts related to Hazards and Hazardous Materials and Land Use and Planning in that it is inconsistent with the ALUP and 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 for the additional 9 mobile home units in the existing mobile home park as requested by the proposed Project.

5.7-3 Commercial Retail Alternative / General Plan Amendment / Change of Zone Alternative

The Commercial / General Plan Amendment / Change of Zone Alternative would develop the Project site into commercial uses. This alternative would require a General Plan Amendment (GPA) for the Project site land use from HDR to CR (Commercial Retail) and a Change of Zone (CZ) for the portion of the site currently zoned Planned Residential (R-4) to General Commercial (C-1/C-P) If the entire site were to support commercial retail uses, a maximum of 422,619 square feet of commercial space could be built on the 27.72-acre site based on an FAR of 0.35. 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 704 employees for the site. The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 1,104 people in the Zone B-1 and another 846 in Zone C for a total of 1,950 persons which would include employees and customers. With the estimated 704 employees on-site, that allows for only 1,246 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 (11th Edition) ITE Land Use Code 820 (Shopping Center > 150,000 square feet) 37.01 trips per unit per 1,000 square feet of retail space the commercial retail alternative would result in approximately 15,641 trips per day. Under the proposed Project the daily trips would increase by 45 trips per day to the existing project's current 1,115 trips for a total of 1,160 trips per day. The commercial retail alternative has the potential to create a 1,248 percent increase in traffic.

1. Hazards and Hazardous Materials

The Flabob Airport Land Use Plan (ALUC) maximum densities/intensities for non-residential land uses would allow for 1,104 people in the Zone B-1 and another 846 in Zone C for a total of 1,950 persons which would include employees and customers. With the estimated 704 employees on-site, that allows for only 1,246 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 1,950 persons on-site the Commercial Alternative would be consistent with 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 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 Alternative would generate considerably more traffic than the proposed Project (eg., a 1,248 percent increase with 15,641 daily trips compared to 1,160 trips for the Project and existing site trips). 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 Alternative could eliminate significant impacts related to Hazards (i.e., ALUP Consistency) and 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., 15,641 daily trips compared to 1,160 trips for the Project plus existing site trips). This alternative would provide a substantial amount of commercial use in an existing 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 no new impacts resulting from construction and operation of the Project, 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 5.0, Alternatives, the Commercial / General Plan Amendment / Change of Zone Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to air quality emissions, energy, greenhouse gas emissions, noise, and VMT will be more when compared to the Project, however commercial development that does not include more than 1,950 persons on the site will eliminate the significant and unavoidable for Flabob Airport Compatibility impact.

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 6.1-1 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 2004 Flabob Airport Land Use Compatibility Plan for Zones B-1 and C. Mitigation or changes to the Project to achieve consistency would require removing the current mobile home park with the Commercial / General Plan Amendment/Zone Change 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 (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 impact of population growth. 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. The proposed Project would result in an increase in population of 33 persons (9 dwelling units x 3.66 persons per household = 33). This assumes that all new residents would come from outside the City limits of Jurupa Valley. The Project would not increase the population of the City above what is planned by the General Plan Land Use Plan as the current land use would allow for development 388 residential units on the site for a total of 1,420 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 33 persons would be minimal as compared to the buildout population of 148,117 persons and below the anticipated population based on the current General Plan Land Use.

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 infrastructure located within the mobile home park and Crestmore Road. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines within the mobile home park. 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

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7.3 Documents Appended to This EIR

A-1. MA19216 Old Plantation Initial Study with Appendices as follows:

A – Air Quality CalEEMod Data Sheets, September 8, 2023

B - Biological Assessment, Natural Resource Assessment, Inc., November 18, 2022

C – Airspace and Safety Analysis, Williams Aviation Consultants, October 14, 2022

C1 – Determination of No Hazard to Air Navigation, Federal Aviation Administration, November 04, 2021.

D - County of Riverside Airport Land Use Commission (ALUC), Staff Report, January 14, 2021

E - Water and Sewer “Will Serve Letter”, Rubidoux Community Services District, October 29, 2021

F - Native American Heritage Commission (NAHC), Letter, December 5, 2022

A-2: Notice of Preparation (NOP), Old Plantation Mobile Home Project.

A-3: Comments Received