

Vernola Ranch Specific Plan

Master Application MA 22153
City of Jurupa Valley, California

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

October 16, 2023

Draft Environmental Impact Report
SCH No. 2022120318

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8930 Limonite Avenue
Jurupa Valley, CA 92509

CEQA Consultant
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Project Applicant
Anthony P. Vernola Trust
12080 Bellgrave Avenue
Jurupa Valley, CA 91752

Lead Agency Discretionary Permits
General Plan Amendment No. 22003
Change of Zone No. 22002
Specific Plan Amendment No. 266A5
Vernola Ranch Specific Plan No. SP22001
Tentative Tract Map No. 38504
Development Agreement No. 22001

October 2023

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AB 1881	California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
A/C	Air Conditioning
ACOE	Army Corps of Engineers
ADT	Average Daily Traffic
ADP	Area Drainage Plan
AF	Acre-feet
AFY	Acre Feet per Year
AMI	Advanced Metering Infrastructure
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
Av.	Avenue
bgs	Below ground surface
BLM	Bureau of Land Management
Blvd.	Boulevard
BMPs	Best Management Practices
BP	Business Park
Btu	British Thermal Unit
BUOW	Burrowing Owl
CA	California

CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CadnaA	Computer Aided Noise Abatement
CAFE	Corporate Average Fuel Economy
CalEEMod™	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAP	Climate Action Plan
CAPP	Community Air Protection Program
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CD	Consistency Determination
CDC	California Department of Conservation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CDMV	California Department of Motor Vehicles
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERS	CalEPA Regulated Site Portal Data
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CF_4	Tetraflouromethane
CFGC	California Fish and Game Code
CFL	Compact Fluorescent Lamps
CFS	Cubic Feet per Second
CGC	California Government Code
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
COG	Council of Governments

CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CPUC	California Public Utilities Commission
CR	Commercial Retail
CRPR	California Rare Plant Ranking
CT	Commercial Tourist
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWC	California Water Code
CY	Cubic Yard
DA	Development Agreement
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
D.G.	Decomposed Granite
DIF	Development Impact Fee
DOC	Department of Conservation
DOF	Department of Finance
DOSH	Division of Occupational Safety and Health
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DWR	Department of Water Resources
ECP	Environment Cleanup Program
EG	Electric Generation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMI	Emission Inventory Data
EO	Executive Order
EOR	Enhanced Oil Recovery
EPA	Environmental Protection Agency
EPCA	Energy Policy and Conservation Act
ESA	Environmental Site Assessment
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency

FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FINDS	Federal Facility Index System
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
FTA	Federal Transit Association
GBN	Gound-Based Noise
GBV	Ground-Based Vibration
Gg	Gigagrams
GGE	Gross Gasoline Equivalent
GHG	Greenhouse Gas
GIS	Geographic Information System
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	global position system
GWh	Gigawatt-hour
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAZNET	State Facility and Management Data
HAZPOWER	Hazardous Waste Operations and Emergency Response
HAPS	Hazardous Air Pollutants
HC	Hydrocarbons
HCP	Habitat Conservation Plan
HDR	High Density Residential
HERO	Home Energy Renovation Opportunity
HFCs	Hydrofluorocarbons
HHDR	Highest Density Residential
Hp	horsepower
HSC	Health and Safety Code
HVAC	Heating, Ventilation, and Air Conditioning
HVLP	High Velocity-Low Pressure
HWCL	Hazardous Waste Control Law
I	Interstate
i.e.	that is
IEBL	Inland Empire Brine Line

IEPR	Integrated Energy Policy Report
IPCC	Intergovernmental Panel on Climate Change
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
ITP	incidental take permit
IWMA	Integrated Waste Management Act
JARPD	Jurupa Area Recreation and Park District
JCSD	Jurupa Community Services District
JPR	Joint Project Review
JUSD	Jurupa Unified School District
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
lbs	pounds
LED	light-emitting diode
Leq	equivalent continuous sound level
LI	Light Industrial
LIM	Land Inventory and Monitoring
LOMR	Letter of Map Revision
LOS	Level of Service
LRAs	Local Responsibility Areas
LSA	Lake and Streambed Alteration
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MDP	Master Drainage Plan
mg	milligrams
MGD	million gallons per day
MHDR	Medium High Density Residential
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System

MSHCP	Multiple Species Habitat Conservation Program
MT	metric ton
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MY	Model Year
N/A	Not Applicable
N_2	Nitrogen
n.d.	no date
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Planning
NDFE	Nondisposal Facility Element
NESHAPS	National Emissions Standards for Hazardous Air Pollutants
NEPSSA	Narrow Endemic Plant Species Survey Areas
NGV	Natural Gas Vehicle
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic and Safety Administration
NMFS	National Marine Fisheries Service
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2	Nitrogen
N_2O	Nitrous Oxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
n.p.	No page
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NVIA	Noise & Vibration Impact Assessment
O_2	Oxygen
O_3	Ozone
OPR	Office of Planning and Research
OS-B	Open Space Water

OS-R	Open Space Recreation
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
P/A	Production-Attraction
PCBs	Polychlorinated biphenyls
PDF	Project Design Feature
PEIR	Program Environmental Impact Report
PEV	Plug-in Vehicles
PG&E	Pacific Gas and Electric
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
PPP	Plans, Policies, or Programs
PPV	peak particle velocity
PQP	Public/Quasi-Public
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
PV	photovoltaic
PWS	Public Water System
RCA	Regional Conservation Authority
RCB	Reinforced Concrete Box
RCDEH	Riverside County Department of Environmental Health
RCFCWCD	Riverside County Flood Control & Water Conservation District
RCFD	Riverside County Fire Department
RCIWMP	Riverside County Integrated Waste Management Plan
RCLS	Riverside County Library System
RCNM	Roadway Construction Noise Model
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
Rd.	Road
REC	Recognized environmental Concerns
RFS	Renewable Fuel Standards

RHNA	Regional Housing Needs Assessment
RIVCOM	Riverside County Transportation Analysis Model
Rms	Root mean square
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RCSD	Rubidoux Community Service District
RWQCB	Regional Water Quality Control Board
RWQCP	Riverside Regional Water Quality Control Plant
SF/s.f.	square foot or square feet
SB18	Traditional Tribal Cultural Places Bill
SB	Senate Bill
SBCM	San Bernardino County Museum
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDG&E	San Diego Gas & Electric
SFP	School Facilities Program
SGMA	Sustainable groundwater management act
SHA	Safe Harbor Agreement
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SP	Specific Plan
SPA	Specific Plan Amendment
SR	State Route
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
SSC	State Species of Special Concern

SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
T&B	T&B Planning Inc.
TAC	Toxic Air Contaminants
TAZ	Transportation Analysis Zone
TBD	To be determined
TCA	Methyl Chloroform
TEA-21	Transportation Equality Act for 21st Century
TIA	Traffic Impact Analysis
TTCP	Traditional Tribal Cultural Places
TTM	Tentative Tract Map
µg	microgram
U.S.	United States
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
VHDR	Very High Density Residential
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WRD	Waste Discharge Requirements
WQMP	Water Quality Management Plan
WRCC	Western Regional Climate Center
WRCOG	Western Riverside County of Governments
WRCRWA	Western Riverside County Regional Wastewater Authority
WSA	Water Supply Assessment
WSC	Western Science Center
YBP	Years before Present
Yr	year
ZC	Zone change
ZEV	Zero Emission Vehicles
ZORI	Zones of Required Investigation

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

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

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities involving discretionary government actions (including the approval of development projects);
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

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

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

Governmental approvals requested from the City of Jurupa Valley by the Project Applicant to implement the Project include a General Plan Amendment (GPA) No. 22003; Change of Zone (CZ) No. 22002; Specific Plan Amendment (SPA) No. 266A5; Vernola Ranch Specific Plan (SP 22001); Tentative Tract Map (TTM) No. 38504; and Development Agreement (DA) No. 22001. The City of Jurupa Valley refers to this application as Master Application (MA) No. 22153. All other related discretionary and administrative actions that are required of the City of Jurupa Valley and other public agencies and entities to construct and operate the Project described in this EIR also are considered part

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

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

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

1.2 PROPOSED PROJECT

1.2.1 LOCATION AND REGIONAL SETTING

The Project site consists of approximately 200.7 acres of mainly agricultural land in the City of Jurupa Valley, Riverside County, located east of Interstate 15 (I-15), west of Pats Ranch Road, south of Bellegrave Avenue, and north of Limonite Avenue. The Assessor's Parcel Numbers (APNs) for the Project site are: 160-050-005, 160-050-012, 160-050-023, 160-050-063, 160-050-070, 160-050-067, 160-050-068, 160-050-072, 160-050-073, and 160-050-074. Local access to the Project site is currently provided by Bellegrave Avenue to the north.

The Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain and associated structures since 1985. Figure 3-4, *Existing Land Uses*, depicts the existing on-site land uses which demonstrate that the Project site is currently disturbed/developed with farming support structures and storage/staging facilities on the northern portion of the Project site. There are two residences and two modular homes on the Project site, but they are not occupied by residents and are instead used as offices and storage facilities.

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

1.2.2 PROJECT OBJECTIVES

The goal of the Vernola Ranch Specific Plan is to implement the City of Jurupa Valley's General Plan and establish a contemporary and comprehensive land use policy document for the development of the Vernola Ranch Plan Area by meeting the following objectives.

A. Housing – Provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups.

B. Quality of Life – Create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs.

C. Recreation and Open Space – Develop parks, open space, and an integrated trails network with pedestrian and bicycle amenities to create passive and active recreational opportunities to serve its residents and the surrounding community.

D. Mobility Choices – Provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities, with enhanced connectivity and safety as alternatives to automobile use. Incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City.

E. Diversity – Establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region.

F. Community Design – Facilitate development of infrastructure needed to serve the VRSP through efficiently designed and responsibly phased infrastructure improvements; develop residential neighborhoods with a commitment to quality site design, architecture and landscape design, and enhance the character and quality of the Pats Ranch Road and Bellegrave Avenue.

1.2.3 PROJECT DESCRIPTION SUMMARY

The 200.7 acre Project site includes the 153 acre Vernola Ranch Specific Plan (hereafter "Specific Plan Area"), 36 acres south of the Specific Plan Area, and approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue. The Project entails development of a 153-acre Specific Plan Area with residential development with densities ranging from 4 to 25 dwelling units per acre. The Project proposes approximately 1,576 residential dwelling units (single-family, multi-family, townhomes, and other housing types), recreation areas, a network of trails & parks, internal street network, open space, landscaping and street improvements, and includes an overlay for a potential school site located at the northeast portion of the Specific Plan Area.

The principal discretionary actions required of the City of Jurupa Valley to implement the Project include: GPA No. 22003, SPA No. 266A5, CZ No. 22002, SP22001, TTM No. 38504, DA No. 22001. Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

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

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City of Jurupa Valley received on this EIR's NOP which was circulated for a 30-day public review period from December 14, 2022 to January 13, 2023 (refer to *Technical Appendix A*). Environmental topics raised in written comments to the NOP are summarized in Section 2.0, *Introduction and Purpose*, Table 2-3, *Summary of NOP and Scoping Meeting Comments*, and include but are not limited to the topics of Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Population and Housing, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

1.3.1 PUBLIC SCOPING MEETING

A NOP for the Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023 at the Jurupa Valley City Hall.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of two (2) alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

1.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

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

circumstance under which the proposed project does not proceed (CEQA Guidelines §15126.6(e)(3)(A-B)).

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 200.7-acre Project Site would continue to consist of a corn field with farming support structures and storage/staging facilities. Under this Alternative, no improvements would be made to the Project site and implementation of the Specific Plan would not occur. This alternative is required by CEQA and is included to compare the environmental effects of the Project with an alternative that would leave the Project site undeveloped in its existing condition and to avoid the Project's significant and unavoidable impacts related to air quality, agriculture and forestry resources, GHG emissions, and VMT.

1.4.2 NO PROJECT/EXISTING SPECIFIC PLAN ALTERNATIVE

The No Project/Existing Specific Plan Alternative considers the development of the Specific Plan Area under the existing I-15 Corridor Specific Plan No. 266. The Specific Plan Area is within Planning Areas 10, 13, 15, & 20 of the I-15 Corridor Specific Plan No. 266 and is designated as R-1 (One Family Dwelling), School, and Industrial Park (I-P). Under this alternative, buildout of the I-15 Corridor Specific Plan No. 266 would occur and allow for approximately 504 residential units, a 20.1-acre industrial park, a 5.0-acre neighborhood park, and a 10-acre potential school. The southern 36 acres would also be mass graded under this alternative. Buildout of this alternative would result in a total of 1,890 new residents and 413 employees.

1.4.3 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in residential units, in order to reduce vehicle trips and significant impacts associated with air quality, GHG, and VMT. Under this alternative, a total of 1,261 residential units would be constructed, resulting in a reduction of 315 units. The development area under this alternative would be the same as with the Project. This alternative would generate approximately 4,729 residents assuming an average household size of 3.75, consistent with the City's General Plan Table 2.2. Residential Land Use Statistics and Buildout Projection. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

1.5 SUMMARY OF IMPACT, MITIGATION, AND LEVELS OF IMPACT

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

The environmental topics identified for further study in this EIR include: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas (GHG) Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. The potential direct and indirect impacts and cumulative impacts for these topical issues are addressed in Sections 4.1 through 4.18 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 5.0, *Other CEQA Considerations*.

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

Agricultural Resources, Significant Direct and Cumulatively Considerable Impact. Feasible mitigation measures are not available for the Project's conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use. Although it may be possible in some circumstances for impacts to agricultural land to be partially mitigated through the acquisition of off-site properties and placing such properties into permanent agricultural easements (i.e., compensatory mitigation), in this case such compensatory mitigation does not meet any of the definitions of mitigation as provided by State CEQA Guidelines § 15370. The City finds that off-site mitigation for land containing important agricultural resources is not a viable form of mitigation pursuant to State CEQA Guidelines § 15370 (See also the discussion above regarding the infeasibility of off-site mitigation). Accordingly, a direct and cumulatively-considerable impact due to the conversion of Farmland to non-agricultural use would occur for which no feasible mitigation is available. Thus, impacts due to the conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use would be significant and unavoidable.

Air Quality, Significant Direct and Cumulatively Considerable Impact: NO_x emissions would be reduced to less than significant levels with implementation of Tier 4 construction equipment (Mitigation Measure MM 4.3-1). However, in the event that Tier 4 construction equipment to meet the construction needs is not commercially available, it is possible that peak day emissions of NOx would exceed the City's threshold. Therefore, even with implementation of all feasible mitigation measures impacts would remain significant and unavoidable.

Although Mitigation Measures MMs 4.3-2 through 4.3-6 would serve to potentially reduce transportation- and energy-related emissions, the reductions would not reduce emissions below applicable thresholds for criteria pollutants. Beyond those already presented in Section 4.3, *Air Quality*,

there are no feasible measures to substantially reduce operational emissions or reduce emissions below applicable thresholds. Therefore, long-term operational impacts would be significant and unavoidable.

GHG Emissions Generation, Significant Direct and Cumulatively Considerable Impact: Implementation of Mitigation Measures MMs 4.3-2 through 4.3-6, MMs 4.8-1 and 4.8-2 aim to reduce GHG emissions; however, Mitigation Measures MMs 4.3-2 through 4.3-6, MM 4.8-1 and 4.8-2 do not have quantitative reductions associated with them available in CalEEMod and given that the majority of Project-generated emissions are from mobile sources from resident's vehicle usage, the emissions are outside the jurisdiction and control of the Project and City. Although Mitigation Measures MMs 4.3-2 through 4.3-6, MMs 4.8-1 and 4.8-2 will serve to potentially reduce transportation- and energy-related emissions, the reductions will not reduce emissions below applicable thresholds for GHG emissions. Beyond those already presented, there are no feasible mitigation measures available to reduce the total project GHG emissions to less than 3,000 MT CO_2e/yr and emissions would result in a significant and unavoidable impact.

Implementation of Mitigation Measures MMs 4.3-2 through 4.3-6 aim to reduce GHG emissions. Although Mitigation Measures MMs 4.3-2 through 4.3-6 will serve to potentially reduce transportation- and energy-related emissions, the mitigation measures would not ensure consistency with the 2022 Scoping Plan. Therefore, the Project is considered inconsistent with the 2022 Scoping Plan, and impacts would be significant and unavoidable.

Transportation, Significant Direct and Cumulatively Considerable Impact: Project design features PDF 4.16-2 and 4.16-3 and Mitigation Measures MMs 4.8-1 and 4.8-2 would promote active transportation by improving bike lanes, equestrian trails, and sidewalk connections; providing bus shelters or equivalent funding. Based on the CAPCOA handbook, a 1% reduction in VMT per transit shelter can be achieved since transit facilities would encourage more people use transit. Installing four new shelters would therefore give a 4% reduction.

Based on the CAPCOA documentation, installation of electric vehicle charging infrastructure reduces GHG emissions by promoting the use of electric vehicles but does not have quantifiable reductions in terms of VMT reduction. However, providing charging infrastructure on site can reduce VMT from residents living in the community by decreasing the miles driven to a charging station.

Even with implementation of PDFs and mitigation measures, the Project will have a significant impact on VMT as the project generated VMT is approximately 15.3% higher than the City's threshold taking the 4% credit for improving bus shelters or equivalent funding. Therefore, impacts would be significant and unavoidable.

1.6 MITIGATION MONITORING

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the project are adopted

as conditions of approval for the project. The mitigation measures identified in this EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. An MMRP would be adopted by the City at the time of Project approval.

Table 1-1 Summary of Impact, Mitigation, and Levels of Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.1 AESTHETICS			
Threshold a: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No mitigation is required.	No Impact
Threshold c: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.2 AGRICULTURE AND FORESTRY RESOURCES			
Threshold a: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant	There are no feasible mitigation measures for impacts associated with converting Farmland to non-agricultural use.	Significant and Unavoidable
Threshold b: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No mitigation is required.	No Impact
Threshold c: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined	No Impact	No mitigation is required.	No Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			
Threshold d: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No mitigation is required.	No Impact
Threshold e: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant	There are no feasible mitigation measures for impacts associated with converting Farmland to non-agricultural use.	Significant and Unavoidable
4.3 AIR QUALITY			
Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	MM 4.3-1 **Minimize Construction Emissions.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions. • All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model	Significant and Unavoidable Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		year specification), and CARB or South Coast AQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region. • The maximum daily disturbance area (actively graded area) shall not exceed 4 acres per day. • Construction equipment shall be properly maintained according to manufacturer specifications. • All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour. • Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled. • Information on ridesharing programs shall be made available to construction employees.	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		• During construction, lunch options shall be provided onsite. • A publicly visible sign shall be posted at the primary construction entrance with the telephone number and person to contact regarding dust complaints per SCAQMD Standards. • All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles. • The Project shall demonstrate compliance with South Coast AQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Jurupa Valley. • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet- power vacuum street	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		sweepers at least once per day. The use of dry-power sweeping shall be prohibited. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. • Building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. • A publicly visible sign shall be posted with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the South Coast AQMD shall also be visible to ensure compliance. MM 4.3-2 The City Public Works and Engineering Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and ceiling fans shall be installed in the residences. MM 4.3-3 The City Building and Safety Department shall verify before issuance of all residential and non-	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures 40watts.	
		MM 4.3-4	Upon a residential dwelling unit being sold, offered for sale or rented, the Project Applicant or its designee shall notify and offer to the prospective buyer or tenant, as soon as it may be done, disclosure materials describing available public transit, ridesharing and non-motorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow or finalization of a rental contract. A draft of this disclosure shall be submitted to the City of Jurupa Valley Planning Department for review prior to the issuance of the first certificate of occupancy.	
		MM 4.3-5	The Project developers shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home, which reduces mobile source emissions. The applicant shall submit	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		documentation to the City Building and Safety Department prior to occupancy. MM 4.3-6 The Project developers shall offer electrical outlets on patios, which reduces area source emissions. The City Planning Department shall verify architectural plans for implementing tract maps include such requirements before implementing project approval.	
Threshold b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant Impact	MMs 4.3-1 through MM 4.3-6 would apply.	Significant and Unavoidable Impact
Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations	Potentially Significant Impact	MM 4.3-1 would apply.	Less than Significant Impact
Threshold d: Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.4 BIOLOGICAL RESOURCES			
Threshold a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact	MM 4.4-1 **Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection.** To avoid Project-related impacts to burrowing owls potentially occurring on or in the vicinity of the Project site, a pre- construction presence/absence survey for burrowing owl within the Impact Site (and 500-foot survey buffer) where suitable habitat is present in accordance with the March 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Habitat Conservation Plan Area shall be conducted by a qualified biologist within 30 days prior to the commencement of ground disturbing activities including vegetation clearing, grubbing, tree removal, or site watering. In addition, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to California Department of Fish and Wildlife (CDFW). Additionally, if ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to minimize the possibility burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above shall be necessary. If no burrowing owls are observed during the survey, site preparation and construction activities may begin. If active burrowing owl burrows are detected during the breeding season within the survey area, then avoidance or minimization measures shall be undertaken in consultation with the City of Jurupa Valley, CDFW and US Fish and Wildlife Service (USFWS). CDFW shall be sent written notification within 48 hours of detection of burrowing owls. If active nests are identified on an implementing project site during the pre-construction survey, the Project applicant shall not commence activities until no sign is present	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. The qualified biologist and Project Applicant shall coordinate with the City, CDFW, and USFWS to develop a Burrowing Owl Plan to be approved by the City, CDFW, and USFWS prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to house the owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The City will implement the Burrowing Owl Plan	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		following CDFW and USFWS review and approval. If active burrowing owl burrows are detected outside the breeding season or during the breeding season and it is determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with the City of Jurupa Valley and CDFW. Within Impact Site(s) during Project implementation and construction, the Project applicant shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Plan shall be submitted to CDFW for review and approval within two weeks of detection and no Project activity will continue within 1000 feet of the burrowing owls until CDFW approves the Burrowing Owl Plan. The Project Applicant shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan. A final report shall be prepared by a qualified biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report will be submitted to the City and CDFW within 30 days of completion of the survey and	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		burrowing monitoring for mitigation monitoring compliance record keeping.	
Threshold b: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	No Impact	No mitigation is required.	No Impact
Threshold c: Would the Project have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No mitigation is required.	No Impact
Threshold d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	MM 4.4-2 **Migratory / Nesting Bird Survey and Protection.** To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) should be conducted, to the greatest extent possible, outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, vegetation grubbing, and grading. The survey area will include the project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Within 72 hours of the nesting bird survey, all areas surveyed by the biologist will be cleared by the Contractor or a supplemental nesting bird survey is required. The survey results shall be provided to the City's Community Development Department. The Project Applicant shall adhere to the following: a. Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. b. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist and approved by the City of Jurupa Valley, based on their best professional judgement and experience. The buffer areas shall be avoided until the Project biologist determines the young have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		equipment usage, etc.) to determine the efficacy of the buffer. The qualified biologist shall halt all construction activities within proximity to an active nest if it is determined that the activities are harassing the nest and may result in nest abandonment or take. The qualified biologist shall also have the authority to require implementation of avoidance measures related to noise, vibration, or light pollution if indirect impacts are resulting in harassment of the nest. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.	
Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No mitigation is required.	No Impact
Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact	MM 4.4-1 would apply.	Less than Significant Impact
4.5 CULTURAL RESOURCES			
Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Potentially Significant Impact	MM 4.5-1 **On-Call Archaeologist.** Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resources Consultant List maintained by the County of Riverside Planning Department, has been contracted to be on-call to evaluate any sub-surface archaeological materials to determine their significance under CEQA, and to coordinate this process with the consulting Native American tribe per Mitigation Measures MMs 4.17-1 to 4.17-3.	Less than Significant Impact
Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.6 ENERGY			
Threshold a: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.7 GEOLOGY AND SOILS			
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides?			
Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	MM 4.7-1 Prior to the issuance of any permits allowing ground-disturbing activities, the Project Applicant shall retain a qualified paleontologist or paleontological monitor. The qualified paleontologist shall monitor mass grading and excavation activities in areas identified as likely to contain paleontological resources. Full-time	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		monitoring of grading or excavation activities shall be performed starting from the surface in undisturbed areas of Pleistocene very old alluvial fan deposits within the Project boundary, as mapped by Morton and Gray (2002; Qvoaa on Figure 3). Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources. MM 4.7-2 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		within the project site, procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading pursuant to the recommendations provided in Paleontological Assessment prepared by BFSA on March 27, 2023 (Technical Appendix H to this EIR) and the criteria identified below. Excavation and grading activities in deposits with high paleontological sensitivity (as identified in MM 4.7-1) shall be monitored by a paleontological monitor following the PRIMP. The performance standards set forth in the PRIMP shall include: a. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 away from the area of the find in order to assess its significance. b. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		find for significance and adjust the level of monitoring if needed. c. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution. d. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center Museum, 2345 Searl Parkway, Hemet, California 92543). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. e. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location.	
4.8 GREENHOUSE GAS EMISSIONS			
Threshold a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	MM 4.8-1 Prior to issuance of certificates of occupancy for the last phase of development, the Project Applicant shall install four new bus shelters.	Significant and Unavoidable Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.8-2 Prior to issuance certificate of occupancy permits, the City shall verify that the following electric vehicle charging infrastructure has been installed: a. Single Family Home/Condo/Townhouse with attached garage: For each dwelling unit, a dedicated 208/240-volt branch circuit (40 amperes min) shall be installed in the garage. b. Multi-Family Housing: Provide EV charging capabilities in at least 40% of homes, including 5% installed, 15% ready (breakers and wires installed), and 25% future capability w/ conduit/breaker space. MMs 4.3-2 through 4.3-6 would apply.	
Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	MMs 4.3-2 through 4.3-6, MM 4.8-1, and MMs 4.8-2 would apply.	Significant and Unavoidable Impact
4.9 HAZARDS AND HAZARDOUS MATERIALS			
Threshold a: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	MM 4.9-1 During demolition activities soil shall be removed around boring locations S-7 and S-11 as reported in the Environmental Services report dated September 11, 2023 (Technical Appendix I4). Soils shall be removed a minimum of 6-inches deep and a horizontal extent of 5-feet in equal distance from the boring locations. Following	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		removal, additional soil testing shall be performed for Total Petroleum Hydrocarbon (TPH) (EPA Test Method 8015B) to ensure that remaining soils are not above the EPA Regional Screening Levels for residential soil. The removal of these soils and analysis providing evidence that remaining soils are not above EPA RSL for residential soil shall be documented and submitted to the RCDEH-ECP, prior to issuance of a grading permit.	
Threshold b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact	MM 4.9-1 would apply.	Less than Significant Impact
Threshold c: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	No mitigation is required.	No Impact
Threshold d: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation is required.	No Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	No mitigation is required.	No Impact
Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	No mitigation is required.	No Impact
4.10 HYDROLOGY AND WATER QUALITY			
Threshold a: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impeded or redirect flood flows?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.11 LAND USE AND PLANNING			
Threshold a: Would the Project physically divide an established community	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.12 NOISE			
Threshold a: Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.13 POPULATION AND HOUSING			
Threshold a: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses)	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
or indirectly (for example, through extension of roads or other infrastructure?			
Threshold b: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation is required.	No Impact
4.14 PUBLIC SERVICES			
Threshold a: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire; sheriff; school; parks; or other public facilities?	Less than Significant impact	No mitigation is required.	Less than Significant Impact
4.15 RECREATION			
Threshold a: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.16 TRANSPORTATION			
Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
system, including transit, roadway, bicycle and pedestrian facilities?			
Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Potentially Significant Impact	MMs 4.8-1 and 4.8-2 would apply.	Significant and Unavoidable Impact
Threshold c: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project result in inadequate emergency access?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.17 TRIBAL CULTURAL RESOURCES			
Threshold a: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	Potentially Significant Impact	MM 4.17-1 <u>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.</u> 1. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing,	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. 2. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. 3. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		4. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. MM 4.17-2 <u>Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).</u> Upon discovery of any TCRs, that the Kizh, in conjunction with the Project Archaeologist retained by the Project Proponent, determine is not 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), shall have the authority to halt ,all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. MM 4.17-3 <u>Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.</u> 1. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. 2. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. 3. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		4. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. 5. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	
4.18 UTILITIES AND SERVICE SYSTEMS			
Threshold a: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

2.0 INTRODUCTION AND PURPOSE

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

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

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

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

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

2.1 DOCUMENT FORMAT

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

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

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

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section 1.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Sections 4.1 through 4.18
Consideration and Discussion of Environmental Impacts	§ 15126	Sections 4.1 through 4.18 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Sections 4.1 through 4.18 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§ 15126.2(c)	Section 5.0
Growth-Inducing Impact of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Analysis of the Project's Energy Conservation Measures	§ 15126.4(a)(1)(C)	Section 4.6
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Sections 4.1 through 4.18 and Section 5.0
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Section 5.0
Organizations and Persons Consulted	§ 15129	Section 7.0
Discussion of Cumulative Impacts	§ 15130	Sections 4.1 through 4.18 and Section 5.0

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

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

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

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

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

  Section 4.0 is organized by 18 issue areas (Subsections 4.1 through 4.18) with each following the below framework:

  - **Environmental Setting.** Describes the environmental setting, including descriptions of the Project site's physical conditions, surrounding context, and applicable regulatory requirements, plans, and policies. The existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on December 14, 2022.

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

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

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

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

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

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

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

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

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

o **Section 5.0, Additional Topics Required by CEQA,** includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be

avoided if the Project is implemented, significant environmental changes, and potential growth-inducing impacts of the Project.

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

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

- **Technical Appendices.** CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Jurupa Valley Community Development Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City's regular business hours or can be requested in electronic form by contacting the City's Community Development Department or are available on the City's website at: www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder labeled MA22153 during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports*.

2.2 PURPOSES OF CEQA AND THIS EIR

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

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

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

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

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

This EIR is an informational document that represents the independent judgment of the City of Jurupa Valley regarding the physical environmental effects that could result from the construction and operation of the Project. The City of Jurupa Valley (hereafter "City") received applications from Anthony P. Vernola Trust (hereafter "Project Applicant") for the development of the Vernola Ranch Specific Plan on the approximately 153-acres site (hereafter, "Specific Plan Area"). The Project site which includes the 200.7-acre subject property (hereafter, "Project site") is located in the City of Jurupa Valley, east of Interstate 15 (I-15), west of Pats Ranch Road, south of Bellegrave Avenue, and north of Limonite Avenue. The Project site is comprised of: 1) the 153-acre Specific Plan Area, 2) 36 acres south of the Specific Plan Area,, and 3) approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue.

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

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

2.3 REGIONALLY SIGNIFICANT PROJECT

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

comment. A project is considered to be of statewide, regional, or area-wide significance if, among other criteria, it consists of a proposed local general plan, element, or amendment thereof for which an EIR was prepared; or is a proposed residential development of more than 500 dwelling units.

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

2.4 INCORPORATED DOCUMENTS

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

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

- The City of Jurupa Valley General Plan, adopted by the City Council on September 7, 2017.
- City of Jurupa Valley Zoning Map.
- City of Jurupa Valley Municipal Code (various chapters), codified through Ordinance No. 2022-13, enacted July 21, 2022.
- City of Jurupa Valley Zoning Ordinance Title 9, codified through Ordinance No. 2022-13, enacted July 21, 2022.
- The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal), adopted on September 3, 2020.

2.5 TECHNICAL REPORTS

As stated above, this EIR contains detailed technical studies, reports, and supporting documentation summarized herein and bound separately in Technical Appendices in accordance with CEQA Guidelines Section 15147. The Technical Appendices are available for review at the City of Jurupa Valley City Hall, Community Development Department, 8930 Limonite Avenue, Jurupa Valley, California 92509 during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Division or are available on the City's website at: www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder labeled MA22153 during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A. Notice of Preparation and Written Comments on the NOP
B. Air Quality, Greenhouse Gas, and Energy Impact Analysis
C. Biological Resources Technical Resource Report
D. Cultural Resources Study
E. Geotechnical and Infiltration Evaluation
F. Geotechnical Evaluation
G. Geophysical Survey
H. Paleontological Assessment
I1. Phase I and Limited Phase II Environmental Site Assessment
I2. Phase I Environmental Site Assessment Vernola Ranch North Commercial
I3. Response to Review Comments
I4. Environmental Services for Tract No. 38504
J. Hydrology and Hydraulic Study
K. Preliminary Water Quality Management Plan
L. Noise Impact Analysis
M. Traffic Impact Analysis
N. Vehicle Miles Traveled Analysis
O. Water Supply Assessment

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

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

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

Table 2-2 Responsible and Trustee Agencies

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

2.7 PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

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

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

2.8 NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

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

NOP and all comment letters received by the City in response to the NOP are included in *Technical Appendix A* of this EIR.

Table 2-3 Summary of NOP and Scoping Meeting Comments

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
State Agencies			
Native American Heritage Commission (NAHC)	December 15, 2022	• Summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.5, *Cultural Resources*, and Section 4.17, *Tribal Cultural Resources*
Southern California Association of Governments (SCAG)	December 28, 2022	• Provides informational resources to facilitate consistency of the Project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). • Encourages side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. • Provides information on the demographics and future growth forecasts for the Project region and jurisdiction. • Recommends that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate.	Section 4.11, *Land Use and Planning*, 4.13, *Population and Housing*, and Section 4.16, *Transportation*
Department of Conservation (DOC) Division of Land Resource Protection	January 10, 2023	Recommends further discussion on the following: • Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project. • Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc. • Incremental impacts leading to cumulative impacts on agricultural land. This would	Section 4.2, *Agriculture and Forestry Resources*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		include impacts from the proposed project, as well as impacts from past, current, and likely future projects. • Proposed mitigation measures for all impacted agricultural lands within the proposed project area.	
California Department of Fish and Wildlife (CDFW)	January 12, 2023	• Recommends that the EIR follow Section 15125(c) of the CEQA Guidelines and provides information of the regional setting. In particular, to enable CDFW staff to adequately review and comment on the Project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint. • Recommends that the EIR provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. • Recommends that the EIR describe and analyze a range of reasonable alternatives to the Project, and to evaluate a "no project" alternative. • Requests that the EIR identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts (to the extent feasible), and provides considerations for fully protected species, sensitive plant communities, and California Species of Special Concern. • Recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. • Recommends that the EIR include results of avian surveys. • Recommends that the EIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of California Endangered Species Act.	Section 4.4, *Biological Resources*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		• Recommends that the Project demonstrate consistency with the Western Riverside County Multiple Species Habitat Conservation Plan, Stephens' Kangaroo Rat Habitat Conservation Plan.	
South Coast Air Quality Management District (South Coast AQMD)	January 12, 2023	• Requests to be included in the distribution of the EIR with all appendices and technical documents related to air quality, health risk, and greenhouse gases. • Requests that the EIR use South Coast AQMD's CEQA Air Quality Handbook and website as guidance. • Requests that the EIR identify any potential adverse air quality impacts that could occur from all phases of the proposed Project. • Requests that the EIR include a mobile source health risk assessment if the Project generates long-term diesel emissions. • Requests that the EIR address public health impacts on the Project's nearby sensitive uses. • Provides mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality.	Section 4.3, *Air Quality*
Riverside County Flood Control and Water Conservation District	January 13, 2023	• Requests that the Project Applicant submit an encroachment permit for any construction related activities occurring within District right of way or facilities. • Requests to be included in the distribution of the EIR with all appendices and technical documents related to impacts to District. • Demonstrate that the Project within the District rights of way or easements are consistent with the Western Riverside County Multiple Species Habitat Conservation Plan. • States that the Project is located within the District's Day Creek Master Drainage Plan and if the Project proposes a storm drain 36 inches or larger that the District would consider accepting ownership of such facilities.	Section 4.4, *Biological Resources,* and Section 4.10, *Hydrology and Water Quality*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
Jurupa Community Services District (JCSD)	January 13, 2023	• States that JCSD's Board of Directors approved the WSA on December 12, 2022 • States that JCSD will provide water, sewer, and recycled water services to the Project	Informational Section 4.18, *Utilities and Service Systems*
Local Agencies			
Jurupa Unified School District (JUSD)	January 23, 2023	• Requests the following safety factors relating to developments and proximity to school sites be evaluated in the EIR: (1) proximity to airports; (2) proximity to high-voltage power transmission lines; (3) presence of toxic and hazardous substances; (4) hazardous air emissions and facilities within a quarter mile; (5) other health hazards; (6) proximity to railroads; (7) proximity to high-pressure natural gas lines, gasoline lines, pressurized sewer lines, or high-pressure water pipelines; (8) proximity to propane tanks; (9) noise; (10) proximity to major roadways; (11) results of geological studies and soils analyses; (12) condition of traffic and school bus safety; (13) safe routes to school.	Section 4.9, *Hazards and Hazardous Materials*

2.9 MITIGATION MONITORING AND REPORTING PROGRAM

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

2.10 POTENTIAL IMPACTS OF THE PROJECT DISCUSSED IN THE EIR

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared a Notice of Preparation (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR. Public comment on the scope of this EIR consisted of written comments received by the City of Jurupa Valley in response to the NOP; the City received no comments from members of the public at the EIR scoping meeting held on January 9th, 2023. Taking all known information and public comments into consideration, eighteen (18) primary environmental subject areas are evaluated in this Section 4.0, as listed below, and an additional two (2) primary environmental subject areas are evaluated in Section

5.0. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Aesthetics	4.10 Hydrology and Water Quality
4.2 Agriculture and Forestry Resources	4.11 Land Use and Planning
4.3 Air Quality	4.12 Noise
4.4 Biological Resources	4.13 Population and Housing
4.5 Cultural Resources	4.14 Public Services
4.6 Energy	4.15 Recreation
4.7 Geology and Soils	4.16 Transportation
4.8 Greenhouse Gas Emissions	4.17 Tribal Cultural Resources
4.9 Hazards and Hazardous Materials	4.18 Utilities and Service Systems

2.11 EFFECTS FOUND NOT TO BE SIGNIFICANT

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

1. Mineral Resources
2. Wildfire

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

3.0 PROJECT DESCRIPTION

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

The Project site consists of approximately 200.7 acres of mainly agricultural land in the City of Jurupa Valley, Riverside County, located east of Interstate 15 (I-15), west of Pats Ranch Road, south of Bellegrave Avenue, and north of Limonite Avenue. The 200.7 acre Project site (hereafter, "Project site") includes the 153 acre Vernola Ranch Specific Plan (hereafter "Specific Plan Area"), 36 acres south of the Specific Plan Area, and approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue. The Project entails development of a 153-acre Specific Plan Area with residential development with densities ranging from 4 to 25 dwelling units per acre. The Project proposes approximately 1,576 residential dwelling units (single-family, multi-family, townhomes, and other housing types), recreation areas, a network of trails & parks, internal street network, open space, landscaping and street improvements, and includes an overlay for a potential school site located at the northeast portion of the Specific Plan Area.

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

- General Plan Amendment (GPA) No. 22003 would amend the General Plan Land Use designation from Medium Density Residential and Business Park to the appropriate designation for the proposed densities (MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; HHDR - Highest Density Residential; OS-R Open Space Recreation; and OS-W Open Space Water).

- Specific Plan Amendment No. 266A5 is required to remove Planning Areas 10, 13, 15, & 20 (approximate 153-acre Specific Plan Area) from the I-15 Corridor Specific Plan.

- Change of Zone (CZ) No. 22002 is required to change the 153-acre Specific Plan Area zoning from One- (1) Family Dwellings (R-1) and Industrial Park (I-P) under the I-15 Corridor Specific Plan No. 266 to Vernola Ranch Specific Plan.

- Vernola Ranch Specific Plan (SP22001) provides the development standards and design guidelines for the 153-acre Specific Plan Area.

- Tentative Tract Map (TTM) No. 38504 is proposed to subdivide the 200.7-acre Project site and create Planning Areas and phasing.

- Development Agreement (DA) No. 22001 is proposed between the Project Applicant and the City of Jurupa Valley to provide a long term vested right to develop residential buildings on the Specific Plan Area and to provide community benefits to the City.

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

3.1 LOCATION AND ACCESS

As depicted on Figure 3-1, *Regional Map*, and on Figure 3-2, *Vicinity Map*, the approximately 200.7-acre Project site is located in the City of Jurupa Valley, Riverside County, California. Interstate 15 (I-15) abuts the Project site to the west, State Route 60 (SR-60) is located approximately 1.9 mile north of the Project site, and SR-91 is located 6.5 miles south of the Project site. The Assessor's Parcel Numbers (APNs) for the Project site are: 160-050-005, 160-050-012, 160-050-023, 160-050-063, 160-050-070, 160-050-067, 160-050-068, 160-050-072, 160-050-073, and 160-050-074. Figure 3-3, *Aerial Photograph*, depicts the Project site and surrounding area and shows that the Project site includes several large undeveloped parcels currently being utilized for agricultural uses.

Regional access is provided by I-15 via Limonite Avenue. Local access to the Project site is currently provided by Bellegrave Avenue to the north.

3.2 SETTING AND HISTORY

3.2.1 PROJECT SETTING

Topographically, the Project site slopes gently downward to the south at an approximate two percent gradient. Elevations range from 648 feet above sea level at the southeastern corner to 700 ft above sea level at the northeastern corner of the site.

3.2.2 EXISTING ONSITE LAND USES

The Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain and associated structures since 1985. Figure 3-4, *Existing Land Uses*, depicts the existing on-site land uses which demonstrate that the Project site is currently disturbed/developed with farming support structures and storage/staging facilities on the northern portion of the Project site. There are two residences and two modular homes on the Project site, but they are not occupied by residents and are instead used as offices and storage facilities. A natural gas line compound structure is located in the north-central portion of the site. The natural gas line extends from the northeast corner of the Project site, near Bellegrave Avenue and Pats Ranch Road, to the compound structure to a gas riser. A water

line is located in the same trench and extends south to the southern portions of the Project site. (Subsurface Survey, 2021) The majority of the Project site consists of plowed land, with earthen berms and scattered trees along the extreme edges of the site. (GeoTek, 2021b)

3.2.3 SURROUNDING LAND USES

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

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

Location	Current Land Use	General Plan Land Use Designation	Zoning
Onsite	Vacant/Agricultural	Business Park (BP), Medium Density Residential (MDR), Commercial Retail (CR)	R-1 (One-[1] Family Dwellings), Industrial Park (I-P), and Scenic Highway Commercial (C-P-S) under I-15 Corridor Specific Plan No. 266
North	Vacant/Undeveloped Land	Commercial Retail (CR), Commercial Tourist (CT), Business Park (BP), Light Industrial (LI)	Light Industrial, Business Park, Commercial/Retail, Tourist/Commercial under Thoroughbred Farm Specific Plan No. 376
East	Vernola Family Park, Residential Development, and Skyview Event Center	Open Space-Recreation (OS-R), Medium Density Residential (MDR)	One- (1) Family Dwellings (R-1), Open Area Combining Zone - Residential Developments (R5)
South	Park and Ride, Commercial Development	Commercial Retail (CR)	Commercial under I-15 Corridor Specific Plan No. 266
West[1]	Residential Development	High Density Residential, Medium High Density Residential	General Residential (R-3), Mobile Home Subdivision and Mobile Home Park (R-T), Specific Plan

[1]Part of the City of Eastvale.

3.2.4 LOCAL HISTORY

Based on readily available historic information, the Project site appears to have been vacant land from at least 1931 until at least 1948. The Project site appears to have been utilized for agriculture from at least 1953 until present day. Structures in the northern portion of the Project site can first be observed in an aerial photograph dated 1985. The surrounding properties appear to historically have been utilized

for agriculture, scattered residences or vacant from at least 1931 until at least 1967. Swan Lake Mobile Home Park can be observed in an aerial photograph dated 1975. I-15 can be observed in an aerial photograph dated 1989. Homecoming at Eastvale, a residential community, can be observed in an aerial photograph dated 2006. Vernola Park was under construction in an aerial photograph dated 2009. Harvest Villages at Vernola Ranch can be observed in an aerial photograph dated 2016. (Geotek, 2021a)

3.3 EXISTING GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

The Project site is designated Business Park (BP), Commercial Retail (CR), and Medium Density Residential (MDR) in the City's General Plan. The Project would include General Plan Amendment (GPA No. 22003) to amend the General Plan Land Use designation within the Specific Plan Area from MDR and BP to the appropriate designation for the proposed densities (MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; OS-R Open Space Recreation; and OS-W Open Space Water). The current Zoning Classification for the Project site is One- (1) Family Dwellings (R-1), Industrial Park (I-P), and Scenic Highway Commercial (C-P-S) under the I-15 Corridor Specific Plan No. 266.

The Project site is located within the I-15 Corridor Specific Plan No. 266 and is designated as R-1 (One- [1] Family Dwellings), Commercial (C), and Industrial Park (I-P). The Project would include Change of Zone (CZ No. 22002) to change the zoning within the Specific Plan Area from R-1 and I-P to Vernola Ranch Specific Plan.

The land in the vicinity of the Project site has the following Zoning Classifications: land to the north is zoned Light Industrial, Business Park, Commercial/Retail, and Tourist/Commercial under Thoroughbred Farm Specific Plan No. 376; land to the east is zoned One- (1) Family Dwellings (R-1) and Open Area Combining Zone - Residential Developments (R5); land to the south across Limonite Avenue is zoned Commercial under I-15 Corridor Specific Plan No. 266; and land to the west is located within the City of Eastvale and zoned General Residential (R-3), Mobile Home Subdivision and Mobile Home Park (R-T) and Specific Plan (City of Jurupa Valley, 2022a; City of Eastvale, 2019).

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

3.4 PROJECT OBJECTIVES

The goal of the Vernola Ranch Specific Plan is to implement the City of Jurupa Valley's General Plan and establish a contemporary and comprehensive land use policy document for the development of the Vernola Ranch Plan Area by meeting the following objectives.

A. Housing – Provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups.

B. Quality of Life – Create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs.

C. Recreation and Open Space – Develop parks, open space, and an integrated trails network with pedestrian and bicycle amenities to create passive and active recreational opportunities to serve its residents and the surrounding community.

D. Mobility Choices – Provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities, with enhanced connectivity and safety as alternatives to automobile use. Incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City.

E. Diversity – Establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region.

F. Community Design – Facilitate development of infrastructure needed to serve the VRSP through efficiently designed and responsibly phased infrastructure improvements; develop residential neighborhoods with a commitment to quality site design, architecture and landscape design, and enhance the character and quality of the Pats Ranch Road and Bellegrave Avenue.

3.5 PROJECT CHARACTERISTICS

As previously stated, the Project would require approval of GPA No. 22003, CZ No. 22002, SPA No. 266A5, SP22001, TTM No. 38504, and DA No. 22001.

3.5.1 GENERAL PLAN AMENDMENT NO. 22003 (GPA 22003)

GPA No. 22003 would amend the General Plan Land Use designation within the Specific Plan Area from Medium Density Residential and Industrial Park to the appropriate designation for the proposed densities (MHDR, HDR, VHDR, HHDR, OS-R, and OS-W).

3.5.2 CHANGE OF ZONE NO. 22002 (CZ 22002)

The Change of Zone would amend the on-site zoning for the Specific Plan Area from One- (1) Family Dwellings (R-1) and Industrial Park (I-P) to Specific Plan (SP).

3.5.3 VERNOLA RANCH SPECIFIC PLAN (SP 22001)

A. Purpose

The Vernola Ranch Specific Plan is intended to comprehensively define the regulations, requirements, and design guidelines for the development of the neighborhoods, commercial and public facility spaces, and recreational amenities within the Specific Plan Area, consistent with the City's General Plan goals, objectives, and polices. It establishes the type, location, intensity, and character of development; identifies the required infrastructure to support the planned land uses; and defines the methods and requirements necessary for implementation of the Specific Plan.

B. Land Use Plan

Figure 3-7, *Land Use Plan*, depicts the overall land use plan proposed as part of the Project. As shown, the Specific Plan Area is divided into 20 Planning Areas to guide land use type and intensity while allowing for flexibility. Implementation of the Specific Plan would allow for 1,576 residential units with a density not to exceed 25 dwelling units per acre. The Specific Plan would include an array of residential densities, lot sizes, housing product types and styles. The residential neighborhoods are intended to support families and individuals seeking diversity in housing products and would allow for development of a school site, if necessary, on approximately 9 acres of the area designated with a School Site Overlay. Table 3-2, *Land Use Plan Summary and Details*, provides a description of each of the respective Planning Areas.

Table 3-2 Land Use Plan Summary and Details

Planning Area Number	Land Use Designation	Density/Range (DU/AC)	Gross Area (Acres)	Dwelling Units
PA-1	VHDR	Up to 20	3.37	52
PA-2	VHDR	Up to 20	6.94	116
PA-3	VHDR	Up to 20	4.89	68
PA-4	VHDR	Up to 20	7.28	94
PA-5	HDR	Up to 14	5.18	47
PA-6	HDR	Up to 14	4.12	39
PA-7	HDR	Up to 14	2.64	24
PA-8	HDR	Up to 14	8.8	81
PA-9	MHDR	Up to 8	4.46	26
PA-10	MHDR	Up to 8	8.01	42
PA-11	MHDR	Up to 8	7.09	55
PA-12	MHDR	Up to 8	13.1	77
PA-13	MHDR	Up to 8	10.17	61
PA-14	MHDR	Up to 8	12.1	90
PA-15	HDR	Up to 14	6.03	49
PA-16	HDR	Up to 14	5.25	51

Planning Area Number	Land Use Designation	Density/Range (DU/AC)	Gross Area (Acres)	Dwelling Units
PA-17	HHDR	Up to 25	24.1	604
PA-18	OS-R		3	
PA-19	OS-R		7.23	
PA-20	OS-W		9.47	
Total			153.23	1,576

MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; OS-R Open Space Recreation; OS-W Open Space Water

Note: Approximately 9.06 acres of Planning Areas 15 and 16 are within a School Site Overlay as depicted in Figure 3-7. If the School develops, any dwelling units taken by the School may be redistributed throughout the Specific Plan up to 100 units.

1. Residential

The Specific Plan would provide a variety of product types for residential Planning Areas 1-17 including 3,000, 4,000, and 5,000 square foot single-family lots, condominium products, and multi-family units. The residential land use designations would also allow for parks, greenbelts, the Neighborhood Park, water quality features, and amenity areas as allowable uses so that development of such uses may occur within any residential Planning Area as appropriate or needed in order to better serve the community. The Planning Areas are categorized into the following four land use designations that are consistent with the density in the 2017 Jurupa Valley General Plan:

Medium High Density Residential (MHDR) land use designation provides for the development of detached single-family dwellings on parcels typically ranging from 3,150 to 5,000 square feet, for a density not to exceed 8 dwelling units per acre. Planning Areas 9 to 14 would be designated as MHDR.

High Density Residential (HDR) land use designation allows attached small lot single-family dwellings and attached dwellings. Typical allowable uses in this category include detached, small-lot single family homes, attached single-family patio homes, courtyard development, duplex, and townhouses. Clustered development is encouraged in this category. The density is not to exceed 14 dwelling units per acre. Planning Areas 5 to 8, 15, and 16 will be designated as HDR.

Very High Density Residential (VHDR) land use designation allows attached small lot single-family dwellings, homes, patio homes, zero lot line homes, duplexes, and townhouses. The potential for clustered development is also provided for in this land use category. The density is not to exceed 20 dwelling units per acre. Planning Areas 1 to 4 will be designated as VHDR.

Highest Density Residential (HHDR) land use designation allows for the development of multi-family apartments, duplexes, and condominiums, with a target density of 23 to 25 dwelling units per acre. Planning Area 17 will be designated as HHDR.

2. Open Space – Recreation

Approximately 10.23 acres in Planning Areas 18 and 19 are designated as Open Space – Recreation (OS-R) to provide land devoted to active and passive recreational uses. This land use designation provides areas of community focal points and areas for community gatherings. Approximately 2.15 acres total of the basins in Planning Areas 20A- to F designated as Open Space-Water will also provide opportunities for passive recreational uses.

3. Open Space – Water

Approximately 9.47 acres located in Planning Area 20 is designated as Open Space – Water (OS – W) areas which would provide common open space areas, trails, and also serve as drainage and water quality best management practices. Approximately 2.15 acres within the basins will be available to be utilized for open space and passive recreational activities.

4. School Overlay

Approximately 9 acres with a school overlay are designated for possible public facility development. This land use overlay area would provide for the development of a school, if needed. A portion of Planning Areas 15, 16, and all of 20F located at the northeast corner section of the site is designated as a potential school site under the overlay area. If the School District declines to develop a school in this location, the underlying land uses will apply.

C. Mobility Plan

The Specific Plan includes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide efficient and effective access to and through the site. The Mobility Plan is designed to provide optimal circulation efficiency as well as safety for residents. Roadway/circulation improvements that would be constructed as part of the Project are described below.

1. Pats Ranch Road

Pats Ranch Road is a north-south oriented roadway located at the eastern Project boundary. Project access is proposed via four driveways along Pats Ranch Road: one each at Shearwater Drive, Park Center Drive, and Boca Place and one driveway south of Boca Place for access to Planning Area 17. Currently, the intersection of Pats Ranch Road at Shearwater Drive, Park Center Drive, and Boca Place along the Project site are all side street stop controlled. The intersection of Pats Ranch Road and Limonite Avenue is a signalized intersection, while the intersection of Pats Ranch Road at Bellegrave Avenue is side-street stop-controlled T intersection. Currently, there is a roadway disconnection along Pats Ranch Road north of Shearwater Drive. On the east side is a 21-foot parkway with a 6-foot meandering sidewalk.

As part of the Project, Pat's Ranch Road would be constructed to the ultimate 118-foot right-of-way per a modified section which would remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and would construct a two-way Class I path within the

parkway. The Project would convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts. In addition, the Pats Ranch Road segment between Limonite Avenue and Boca Place would be converted to a four-lane roadway. The roadway segment between Boca Place and Bellegrave Avenue would remain as two-lane roadway. The layout consists of a 12-foot raised median, 12-foot travel lanes, 8-foot shoulder, 7-foot landscaping, 12-foot two-way Class I bike path, and an approximately 26-foot landscape setback that includes a 6 to 10-foot meandering trail on the west side of Pats Ranch Road.

2. Bellegrave Avenue

The Project would widen the southern half of Bellegrave Avenue to the ultimate half right-of-way width of 59 feet. The widening would include 5 additional feet of pavement, placing curb and gutter 38 feet south of the roadway centerline with an 8-foot-wide Class II bike lane. Within the remaining 21 feet of the right-of-way, the Project would construct a 5-foot-wide meandering sidewalk and landscape the remaining area. Approximately 19 feet of existing pavement located north of the roadway centerline that would remain, for a total of 57 feet of pavement.

3. Vehicular Circulation Plan

A number of internal roadways would facilitate access to the Specific Plan Area from the main access points along Pats Ranch Road. As shown in Figure 3-8, *Vehicular Circulation Plan*, the local street network would provide access to each Planning Area and to individual lots within each Planning Area. The primary local street is Park Center Drive, an internal curvilinear neighborhood collector street that loops around the entire Project site and runs parallel to the Project boundaries.

4. Non-Vehicular Circulation Plan

The Specific Plan would also contain a comprehensive sidewalk, bike lane, and trail system that would link neighborhoods to parks, community amenity areas, and civic facilities. As shown in Figure 3-9, *Non-Vehicular Circulation Plan*, the Specific Plan would provide for pedestrian and bicyclist movement to allow connectivity throughout the site. The non-vehicular network ensures that residents would have opportunities to walk, bike, and jog in different settings.

Bike Network

Two-way Class I bike path would be separated from vehicle traffic provided within the parkway along Pats Ranch Road on the west side of the roadway. The proposed bike path would be for the exclusive use of bicycles and is physically separated from motor traffic. The proposed bike path would help link the Specific Plan's various community amenities.

Pedestrian Network

The Specific Plan includes a system of pedestrian friendly sidewalks and walking trails that would connect neighborhoods and communities to encourage walkability within the Vernola Ranch community. This system would link residential neighborhoods to open spaces, amenities, school, civic uses, and to adjacent Skyview Event Center, Vernola Family Park, and future commercial retail areas.

The pedestrian network throughout the Specific Plan Area consists of a Meandering Decomposed Granite (D.G.) Trail along Pats Ranch Road and the Community Path/Greenbelt network. While the Project reflects a representation of the potential future community and neighborhood trail system that may navigate throughout the Specific Plan Area, exact locations of these facilities be subject to change based on implementing development projects. These changes are considered minor and shall receive Administrative Approval provided the Community Development Department has determined connectivity of the trails and local connections are not substantially different than intended.

Community Trail

An 8-foot-wide community trail would run along the western boundary of the Specific Plan Area adjacent to I-15. The community walking trail runs through the Neighborhood Park, connecting the various community amenity nodes. In addition, the Neighborhood Park would be connected to a network of sidewalks within the community local streets to provide pedestrian connections between the Planning Areas, residential lots, and commercial and recreational amenities.

Decomposed Granite Trail

A 6 to 10-foot-wide local trail is planned along the entire Project frontage including the west side of Pats Ranch Road and the eastern border of the Specific Plan Area. This pedestrian trail lies within a wide parkway area consisting of a 6 to 10-foot trail, two-way bike path and landscaped area. North of Boca Place the trail is meandering and south of Boca Place the trail is straight. The 5-foot-wide sidewalk network would provide cohesive pedestrian access from residents within the Specific Plan Area to Pats Ranch Road and the adjacent Skyview Event Center and Vernola Family Park.

Community Path

The Project would provide a network of 5-foot-wide pathways throughout the community to provide connectivity and circulation from the meandering trail along Pat's Ranch Road to all passive and active recreation and open space areas throughout the community. These community paths are located at the primary entries (Boca Place, Park Center Drive and Shearwater Drive) and provide east/west connections to the parks, basins and other open space areas. The basin areas may include amenities such as fitness stations, seating areas, trails, historical placards, shade structures, open turf areas, and landscaping as permitted and approved by all public entities holding easements in this area.

D. Open Space and Recreation Plan

As shown in Figure 3-10, *Conceptual Open Space and Recreation Plan*, Planning Areas 18 and 19 are designated as Open Space – Recreation and is planned with recreational amenities. The Open Space and Recreation Plan establishes a community-wide system of open space land and amenity areas important to the Project's goal of providing a high-quality living environment for future residents. The Specific Plan allows for the development of both major and minor amenity areas throughout the Project site. Minor amenity areas are intended to provide outdoor space while major amenity areas include the Vernola Ranch Neighborhood Park and the Vernola Ranch Recreation Center Campus.

The Vernola Ranch Neighborhood Park is an approximately 7.5-acre park that runs along the western boundary of the Specific Plan Area within Planning Area 19. The Neighborhood Park has activity areas that may include bocce ball courts, exercise nodes, play equipment, dog parks, BBQ's, picnic areas, shade structures, and open play areas. In the center is the agrarian area that may include community gardens, vineyards, orchards and historic placards. An eight-foot-wide community trail also runs through the Neighborhood Park and connects to greenbelts and other recreational amenities throughout the Specific Plan Area.

The Vernola Ranch Recreation Center Campus, located within Planning Area 18, consists of approximately 3 acres, and would provide both outdoor and indoor gathering opportunities. The Recreation Center Campus and its surrounding area is intended to serve as the focal point and gathering point for the entire community. Amenities within the Recreation Center Campus may include multi-purpose community center, indoor kitchen facilities, media room, co-working lounge, fitness center/exercise room, pools and spas, splash pad, lounge areas, cabana and shade structures, community garden, BBQ and picnic tables, and trails and walkways. Park areas within the Project site shall be developed in accordance with Chapter 4, *Permitted Uses and Development Standards*, of the Vernola Ranch Specific Plan.

1. Basins

As shown in Figure 3-10, the Specific Plan provides greenbelt areas including basins that would also serve as open space areas for the community within Planning Area 20. Basins may incorporate passive recreation opportunities where possible without impacting the function of the basins. The basins are located on the eastern portion of the Specific Plan Area; two located at the southeast corner of the site, two located on each side of primary entry (Park Center Drive), and two in the northerly quadrant. The basins would be connected by a network of walking paths and trails to provide smooth pedestrian connections and transition from neighborhoods to green spaces.

E. Grading

Figure 3-11, *Conceptual Grading Plan*, depicts the proposed grading plan for the Project. As shown, the Project site includes the 153-acre Specific Plan Area and an additional 36 acres south of the Specific Plan Area (Commercial Planning Areas 11 & 12 of SP No. 266). The southern 36 acres, between the south boundary of the proposed Specific Plan and Limonite Avenue is currently approved for commercial use under the I-15 Corridor Specific Plan and related EIR and will remain in the I-15 Corridor Specific Plan. In order to provide one cohesive development, minimize construction traffic, and balance the earthwork, the southern 36 acres would be mass graded as part of the Project, therefore; this area will be evaluated in the grading analysis for the Project.

Per the Project's Conceptual Grading Plan, approximately 195 acres of the Project site would be graded in a manner that approximates the site's existing topographic conditions. The grading ensures that the gradient of the proposed surface would allow the Project to provide adequate slopes for streets to meet street design criteria and to provide flood protection for the future building pads within the Project site.

Grading of the site would require approximately 1,013,200 cubic yards (cy) of cut and fill. This quantity may vary as final grading plans are developed. The Project's Grading Plan is conceptual in nature; therefore, as each development phase or Planning Area is submitted, a phase-specific grading plan shall be submitted to the City for review and approval.

F. Development Standards

The Specific Plan establishes development standards to guide development of the physical components of the Project. The standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines. Development regulations for each Planning Area are imposed for new development and provide regulations for minimum lot sizes, acceptable housing product types, and primary and secondary vehicular access points. Each individual Planning Area is assigned with a land use designation, density, and primary vehicular access.

G. Architectural Design Guidelines

Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines to ensure the desired character, provide a consistent level of quality, accommodate emerging architectural and product trends, and support green building practices. While the design guidelines provide direction, they are meant to provide a certain degree of flexibility to allow creative expression that is consistent with the intended character of the Specific Plan. The guidelines provide criteria for architecture, walls and fences, lighting, signage, and landscape design. The guidelines apply to all future development regardless of land use category.

1. Landscaping

Chapter 5, Landscape Design Guidelines, of the Specific Plan, provides general landscape requirements of the Specific Plan Area. The Specific Plan provides a plant palette that complements and enhances the historic and thematic settings for the community. The proposed landscape theme would be expressed throughout the community open spaces including streetscapes, community entries, recreational amenities, perimeter edges and open spaces. Plant selections shall be grouped to have similar water and sunlight needs so irrigation can be designed to minimize water use and plant material can thrive under optimal conditions. All plantings within the Specific Plan shall be in accordance with the County of Riverside Guide to California Friendly Landscaping. Plant species that are prohibited by the Landscaping Guide shall not be allowed within any plant palettes in the Project site. Figure 3-12, *Street Tree Exhibit,* depicts the conceptual landscape plan for the Specific Plan Area.

2. Lighting

All streets located within the Specific Plan shall have uniform lighting standards with regard to style, materials, and colors in order to ensure consistent design. Each residential Planning Area may develop its own lighting standards, provided that the selected lighting fixture style is used consistently throughout the Planning Area and is complementary and cohesive to the style selected for the neighborhood as a whole. All outdoor lighting, including spotlights, floodlights, electrical reflectors

and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties. The level of on-site lighting as well as lighting fixtures shall comply with any and all applicable requirements and policies of the City of Jurupa Valley.

3. Signage and Monumentation

A single thematic sign program for each Planning Area (or group of geographically related Planning Areas) will be developed. The design of this sign program must be incorporated with the master community landscape plan throughout the neighborhood. Prior to the installation of signs located within the Specific Plan Area, the Master Developer and City Planning Division must approve all signs. All signs must comply with the City of Jurupa Valley sign ordinances and guidelines (Jurupa Valley Municipal Code Section 9.245.040. - On-site advertising structures and signs). Corner monument/project entries areas will include a minimum of two (2) 48" box trees at each location. The sign element will be made of laser cut metal (1/4" thick maximum) with a painted or corten finish. All sign elements will be backlit.

4. Wall and Fence Plan

Wall and fencing would be provided throughout the Specific Plan Area to provide visual and physical privacy sight lines for views, buffering between different uses, and to allow for privacy and security in residential areas. Figure 3-13, *Conceptual Wall and Fencing Plan*, depicts the various types of walls and fencing that are proposed for the Project. Perimeter theme walls would define "private" and "public" spaces occurring along major roadways, and in situations where privacy and security is desired, or view opportunities are not available. They shall also occur on local streets where side or rear yard conditions face the street. All perimeter walls shall have a minimum of three feet of landscaping between the walls and any adjacent paving to allow for shrubs and vines. Wall height should not exceed six feet, unless necessary for noise attenuation or other special circumstance such as project entries.

Residential walls may consist of vinyl fencing where privacy is desired in areas that are not adjacent to common open space and not adjacent to roadways in reverse frontage areas. Vinyl fencing would be allowed for side, front, and rear yard conditions and in rear yard to rear yard conditions where slopes do not exceed twelve feet in height.

Residential walls may consist of open tubular steel fencing, or a combination of wall fencing comprised of a low wall and open fencing where residential development is adjacent to natural or recreational open space at the top of slopes that are greater than twelve feet. In areas where safety or security conditions warrant more solid fencing, slump block walls are allowed in lieu of open tubular steel fencing or combination low wall/open fencing, subject to approval by the Community Development Director. Front yard return walls will be constructed of masonry (slump stone or material of similar appearance, maintenance and structural durability) and will be a minimum of five feet in height. Side

yard gates are required on one side of the residential front yard, and shall be constructed of wrought iron, wood, vinyl or tubular steel. All street facing residential walls should be slump block wall.

Accent fences consisting of a 3-rail vinyl fence shall be used along any combination sidewalk/decomposed granite trail. View fencing, a 6-foot-high fence constructed of tubular steel, would be constructed for parks, schools, and other open space areas where some security and privacy is necessary, but views are desirable. Fencing, up to 8 feet high, around common area facilities is permissible for security purposes.

H. Infrastructure Improvements

1. Water Service

Water service to the Project site would be provided by the Jurupa Community Services District (JCSD). As shown in Figure 3-14, *Conceptual Water, Sewer, and Non-Portable Water Plan*, water service to the Specific Plan Area would be accommodated via proposed water lines throughout the Specific Plan Area that would connect to the existing 16-inch waterline located along Pats Ranch Road.

Additionally, JCSD would provide non-potable water service to the Project. There is an existing 8-inch non-potable water line located within the Pats Ranch Road right-of-way and an existing 16-inch line in Bellegrave Avenue. The Project's Non-Potable Water Plan includes recycled water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable pipe sizes would range from 4-inch to 8-inch and would connect to the existing 8-inch non-potable waterline in Pats Ranch Road.

2. Sewer Service

Sanitary sewer service to the Specific Plan Area also would be provided by the JCSD. As shown in Figure 3-14, the proposed 8-inch to 10-inch sewer lines would extend along the interior roads of the Specific Plan Area and connect to the existing 10-inch to 12-inch sewer line located in Pats Ranch Road. Sewer flows from the Specific Plan Area would be discharged into the Inland Empire Brine Line for treatment by the Orange County Sanitation District and ultimately flows into the Pacific Ocean. (JCSD, 2021a, p. 6-15).

3. Drainage

Figure 3-15, *Conceptual Drainage Plan*, depicts the proposed drainage plan for the Project. As shown, the Project includes four detention/water quality basins design within the residential development and a subsurface storage system within Planning Area 17. The Project site is located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan (ADP). There are several storm drain infrastructure facilities that have been constructed and provide regional flood protection for the Project:

- Bellegrave Basin: The basin is a regional system that has been designed to collect and detain runoff emanating north of Bellegrave Avenue. The regional basin is used to reduce the peak flow rate that is discharged into the Line J storm drain facility.

- Line C Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and conveys the runoff into the Bellegrave Basin.

- Line E Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and extends north along Wineville Avenue. The Line E system conveys the runoff into the Bellegrave Basin.

- Line J Storm Drain: The existing storm drain conveys the runoff from the Bellegrave Avenue Basin to an existing concrete channel located south of 68th Street. The concrete channel then conveys the flows and discharges them directly into the Santa Ana River.

There is a total of five laterals, that range from 24 inches to 48 inches in diameter, from Line J storm drain that would connect to the Specific Plan Area. Runoff from the Project would flow into a subsurface basin and water quality/detention basins and then into the existing Line J storm drain system.

4. Natural Gas

Natural gas service to the Specific Plan Area would be provided by the Southern California Gas Company (SoCal Gas). Future developments accommodated under the Specific Plan would need to coordinate with SoCal Gas for service connections.

5. Electricity

Electric service to the Specific Plan Area would be provided by Southern California Edison (SCE). A planned SCE facility would be located underground within Pat's Ranch Road within an SCE Easement. The precise points of connection to the Project site would be determined at a later date in coordination with SCE. All proposed onsite electrical facilities would be placed underground. Future developments accommodated under the Specific Plan would need to coordinate with SCE for service.

6. Telecommunications

There is an existing network of buried and underground cables for telephone services within Pats Ranch Road, Bellegrave Avenue, and Boca Place. Future developments accommodated under the Specific Plan would need to coordinate with local communication providers for service.

Charter Communications would provide cable service to Project site. Charter Communications currently has facilities within Bellegrave Avenue that serve the surrounding area to the north. Residents

may also opt for satellite via Direct TV, Dish, etc. Future developments accommodated under the Specific Plan would need to coordinate with Charter Communication for service.

3.5.4 Specific Plan Amendment No. 266A5 (SDP 266A5)

In 1993, the County of Riverside adopted the I-15 Corridor Specific Plan (SP No. 266), which includes the Project site. The Project site is currently zoned within the Specific Plan for medium density residential (Planning Areas 10, 13, & 15), industrial park (Planning Area 20), commercial (Planning Areas 11 & 12). Specific Plan Amendment (SPA) No. 266A5 removes Planning Areas 10, 13, 15, & 20 consisting of approximately 153 acres from the I-15 Corridor Specific Plan and proposes the new Vernola Ranch Specific Plan for this area. The southern 36 acres, between the south boundary of the Specific Plan Area and Limonite Avenue will remain in the I-15 Corridor Specific Plan.

3.5.5 Tentative Tract Map No. 38504 (TTM 38504)

Tentative Tract Map No. 38504 (TTM 38504) is proposed to subdivide the property and create the Planning Areas and phasing, which will include the 36 acres south of the Specific Plan Area (Commercial Planning Areas 11 & 12 of SP No. 266). As shown in Figure 3-16, *Tentative Tract Map (1 of 2)*, and Figure 3-17, *Tentative Tract Map (2 of 2)*, the map would cover the entire proposed 153-acre Vernola Ranch Specific Plan, as well as the balance of the legal parcels to separate this area out (±36 acres-POR of APN's: 160-050-005, -012, -023, -073 and -074).

3.5.6 Development Agreement No. 22001 (DA 22001)

Development Agreement No. 22001 is proposed between the Project Applicant and the City of Jurupa Valley to provide long term vested right to develop the proposed Project on the Project site and provide community benefits to the City.

Additionally, there are existing Cell Towers located in the southern 36-acre portion of the Project site. As part of the community benefits in the DA, a decorative concrete block wall, at least six (6) feet high, would be constructed around the Cell Towers, allowing sufficient space for maintenance. Landscaping within three 3 feet of the wall would also be installed, consistent with the landscaping in the common areas of the Project. The wall and landscaping would be completed prior to the issuance of the first certificate of occupancy for any development in that area.

3.6 Scope of Environmental Analysis

3.6.1 Construction Characteristics

As summarized in Table 3-3, *Construction Duration*, it is expected that the Project would commence construction sometime in June 2024 and be constructed in three phases, with construction activities occurring over a period of 73 months. As shown in Figure 3-18, *Conceptual Phasing Plan*, Phase 1 consists of mass grading of the entire Project site. The phasing plan for the Project includes the following:

- Phase 1 incudes the construction of: 398 single-family attached dwelling units (modeled as condo/townhouses), 185 single-family detached dwelling units (modeled as single-family housing), and 604 multi-family dwelling units modeled as low-rise apartments.

- Phase 2 consists of 174 single-family detached dwelling units (modeled as single-family housing) and 215 single-family attached dwelling units (modeled as condo/townhouses).

- Phase 3 consists of an elementary school overlay zone that is proposed to be built with a capacity of 700 students.

Construction of each phase includes construction of the on-site roads, drainage facilities and underground wet and dry utility installation, as well as off-site road improvements to Pats Ranch Road. The construction schedule represents a "worst-case" analysis scenario should construction occur any time after the estimated start date, because emission factors for construction decrease as time passes due to emission regulations becoming more stringent.

Table 3-4, *Construction Equipment Assumptions,* provides a summary of the construction equipment anticipated to be used during Project construction. The entire 153-acre Specific Plan Area would be mass graded in Phase 1 with the approximate 36-acres between the southern boundary and Limonite Avenue, and construction of off-site improvements, which includes storm water, potable water, recycled water and sewer line extensions from the existing facilities in Pats Ranch Road to the Project site and roadway frontage improvements between Limonite Avenue and Park Center Drive. Phase 2's footprint includes off-site improvements to Pats Ranch Road between Park Center Drive and Bellegrave Avenue, which include storm water, potable water, recycled water and sewer lines extensions and roadway improvements along the Project frontage. Phase 3 does not include off-site road improvements, except the installation of a new traffic signal at the intersection of Bellegrave Avenue and Pats Ranch Road.

Table 3-3 Construction Duration

Phase Name	Days
Phase I	
Demolition	20
Site Preparation	20
Grading	100
Building Construction	795
Paving	40
Architectural Coating	710
Phase II	
Grading	30
Building Construction	405
Paving	20
Architectural Coating	340

Phase Name	Days
Phase III	
Grading	20
Building Construction	393
Paving	20
Architectural Coating	327

Table 3-4 Construction Equipment Assumptions

Activity	Equipment	Amount		
		Phase 1	Phase 2	Phase 3
Demolition	Excavators	3	0	0
	Rubber Tired Dozers	2	0	0
	Concrete Industrial Saw	1	0	0
Site Preparation	Tractors/Loaders/Backhoes	4	0	0
	Rubber Tired Dozers	3	0	0
Grading	Excavators	0	2	1
	Graders	2	1	1
	Rubber Tired Dozers	2	2	1
	Tractors/Loaders/Backhoes	2	2	3
	Scrapers	12	3	2
	Crawler Tractors	3	0	0
Building Construction	Cranes	2	2	1
	Forklifts	6	6	3
	Tractors/Loaders/Backhoes	6	6	3
	Welders	2	2	1
	Excavators	2	2	2
	Generator Sets	2	2	1
Paving	Pavers	3	2	2
	Paving Equipment	2	2	2
	Rollers	2	2	2
Architectural Coating	Air Compressors	2	2	1

3.6.2 OPERATIONAL CHARACTERISTICS

A. Future Population

The Project would result in the development of 1,576 dwelling units. Assuming an average household size of 3.75, consistent with the household size reported in Table 2.2: *Residential Land Use Statistics and Buildout Projections*, from the City's General Plan Land Use Element, the Project would generate 5,910 new residents in the City, Please see Section 4.13, *Population and Housing*, for additional information.

B. Estimated Water, Sewer, and Energy Demand

Water and sewer service would be provided by Jurupa Community Services District (JCSD) during the operation of the Project via connections within Pats Ranch Road. The water connection within 2 Pats Ranch Road would connect via a 16-inch water main pipe. The sewer lines within 26th Pats Ranch Road would connect via an existing 10-inch to 12-inch sewer pipe.

Based on the land use plan provided by the City for the Water Supply Assessment, the estimated potable water demand for the Project with an elementary school is approximately 371 acre-feet per year (AFY) or 331,125 gallons per day and the recycled water demand is approximately 167 AFY or 148,791 gallons per day.

In the JCSD service area, outdoor water usage can account for more than 50% of water usage (JCSD, 2021a). Therefore, the amount of wastewater that would be generated by the Project is conservatively assumed to be 165,562.5 gallons per day, which is 100 percent of indoor water use.

Based on calculations from the Project's energy analysis (Section 4.6 of this EIR), the Project's energy use is estimated at approximately 11,405,048 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 32,733,899 thousand British thermal units per year (kBTU/yr).

C. Estimated Traffic Generation

The Project's traffic generation was calculated in the Traffic Impact Analysis (see *Technical Appendix M* in this Draft EIR). Traffic generation is used for the purpose of analyzing impacts related to air quality, greenhouse gas emissions, energy, and noise. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation for the Project was conservatively developed using rates from the ITE Trip Generation Manual (11th Edition) for Land Use Codes 210: Single-Family Detached Housing, 215: Single-Family Attached Housing, 220: Multifamily Housing (Low-Rise), and 520: Elementary School.

It is assumed that the proposed elementary school would serve the surrounding neighborhoods, including those within the Project. According to US Census Bureau data, on average there are 40.8 school-age children (6-17) in every 100 single-family owner households. For the proposed 972 single-family homes (PA-1 through PA-16) in the project, it is expected that the majority would be occupied by the homeowner; therefore, nearly 400 school-age children are expected to live within the Project's single-family units, of which it is expected that approximately half may be of elementary school age. Therefore, a 20% internal capture trip credit was applied to the school traffic volumes, or a conservative assumption that at least 140 students would live within the single-family portion of the Project and use the internal roadway network to access the school site. The internal capture credit does not apply to the apartment portion (PA-17) of the project, as it is not connected to the internal roadway network and takes exclusive access from a separate driveway. The proposed Project is anticipated to generate a

total of 13,334 daily vehicle trips, with 1,202 trips in the AM peak hour and 1,086 trips in the PM peak hour.

3.7 SUMMARY OF DISCRETIONARY APPROVALS

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

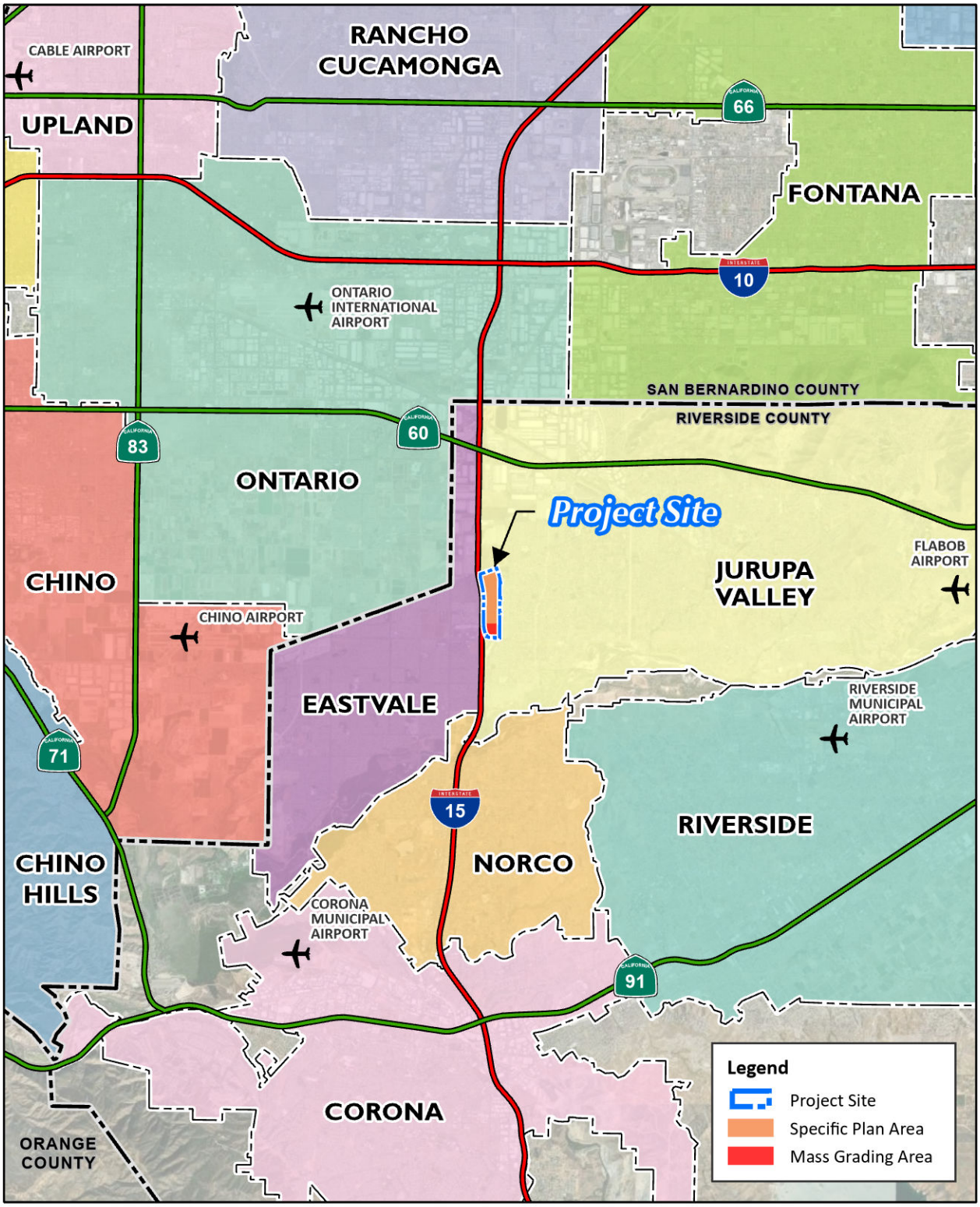
The City Council will consider the information contained in the Final EIR and other documents and testimony in its decision-making processes and will approve or deny the General Plan Amendment, Change of Zone, Specific Plan Amendment, Tentative Tract Map, and Development Agreement. A list of the primary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

3.8 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

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

Table 3-5 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
CITY OF JURUPA VALLEY	
City of Jurupa Valley Discretionary Approvals	
City of Jurupa Valley Planning Commission	• Provide recommendations to the City of Jurupa Valley City Council regarding certification of the Project's EIR. • Provide recommendations to the City of Jurupa Valley City Council whether to approve Vernola Ranch Specific Plan SP22001, General Plan Amendment No. 22003, Change of Zone No. 22002, Specific Plan Amendment No. 266A5, Tentative Tract Map No. 38504, and Development Agreement No. 22001.
City of Jurupa Valley City Council	• Reject or certify this EIR along with appropriate CEQA Findings. • Approve or deny the proposed Vernola Ranch Specific Plan SP22001, General Plan Amendment No. 22003, Change of Zone No. 22002, Specific Plan Amendment No. 266A5, Tentative Parcel Map No. 38504, and Development Agreement No. 22001. • Potential Community Facilities District to fund infrastructure improvements
City of Jurupa Valley Subsequent Discretionary and Ministerial Approvals	
City of Jurupa Valley Community Development Department	• Approve Final Tentative Tract Maps and Site Development Permits.
City of Jurupa Valley Engineering Department	• Issue Grading Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Approve Infrastructure Plans. • Approve Water Quality Management Plan.
City of Jurupa Valley Building and Safety Department	• Issue Building Permits.
OTHER AGENCIES-SUBSEQUENT APPROVALS AND PERMITS	
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit. Waste Discharge Requirements.
Riverside County Flood Control & Water Conservation District (RCFCWCD)	• Approvals for construction of drainage basins.
Jurupa Community Services District (JCSD)	• Approval of water and sewer improvements.
South Coast Air Quality Management District (SCAQMD)	• Issuance of construction-related permits.

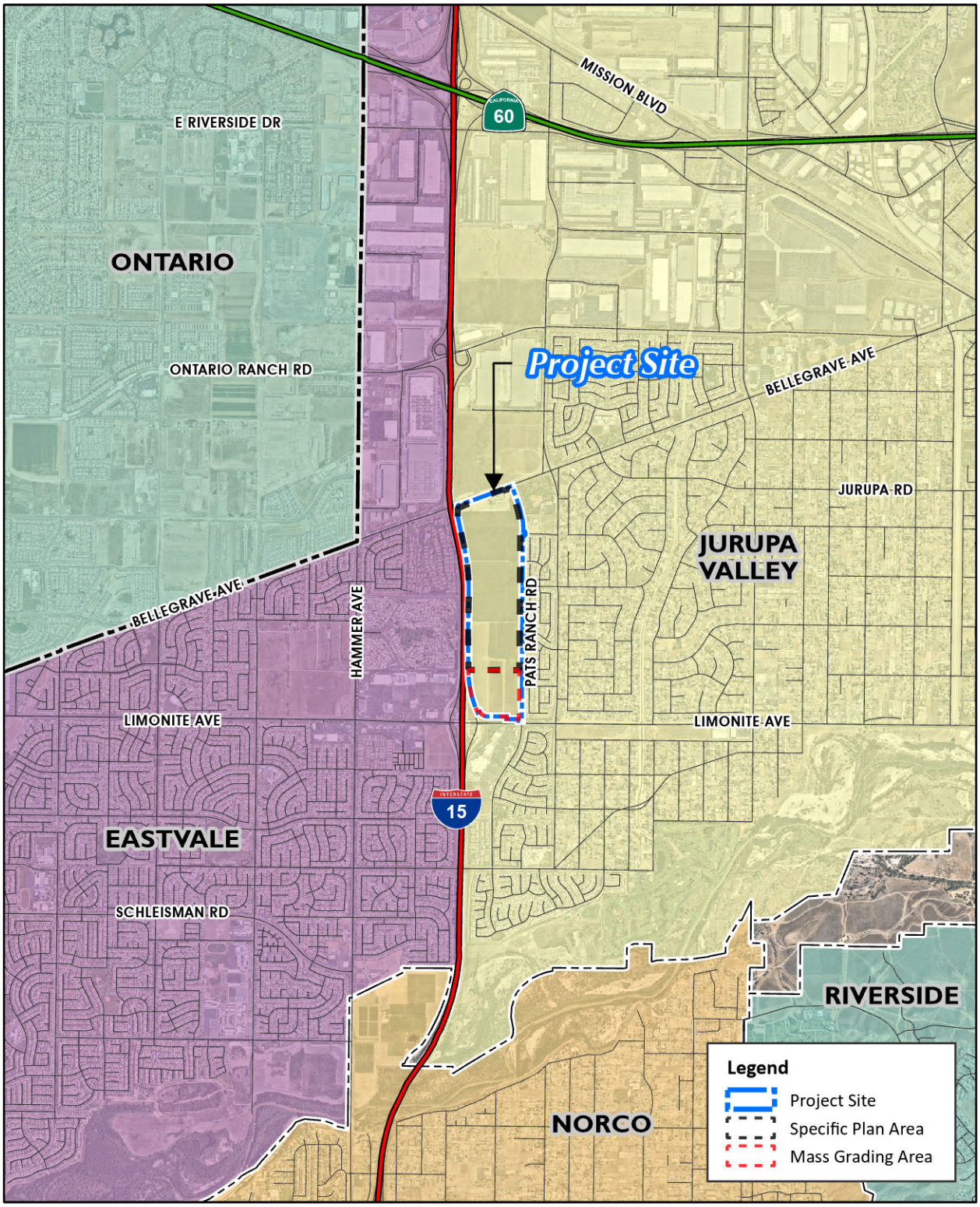


Source(s): Esri, NearMap Imagery (2022), RCIT (2023), SB County (2023)

Figure 3-1

0 0.625 1.25 2.5 Miles

Regional Map

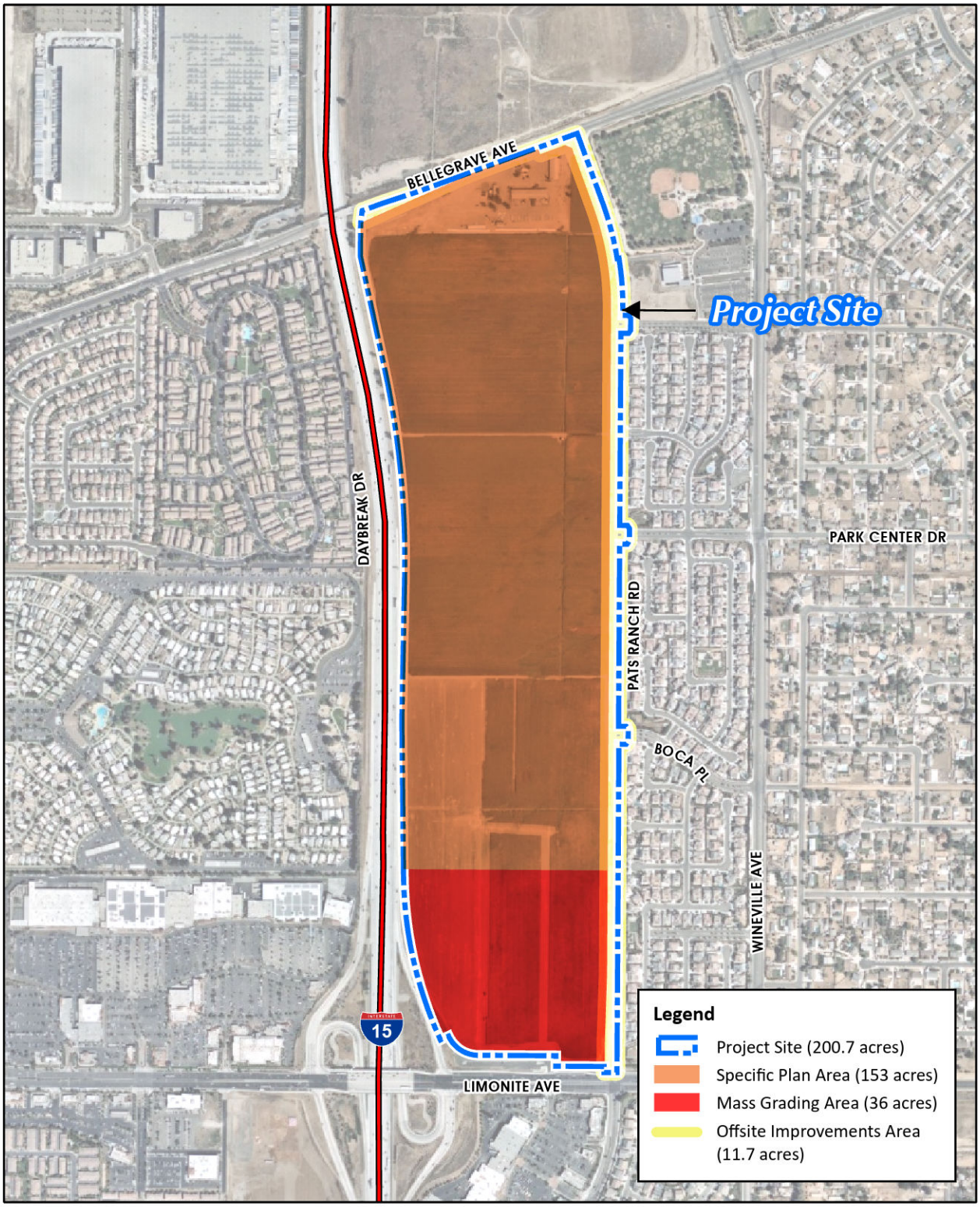


Source(s): Esri, NearMap Imagery (2022), RCIT (2023), SB County (2023)

Figure 3-2

0 1,000 2,000 4,000 Feet

Vicinity Map

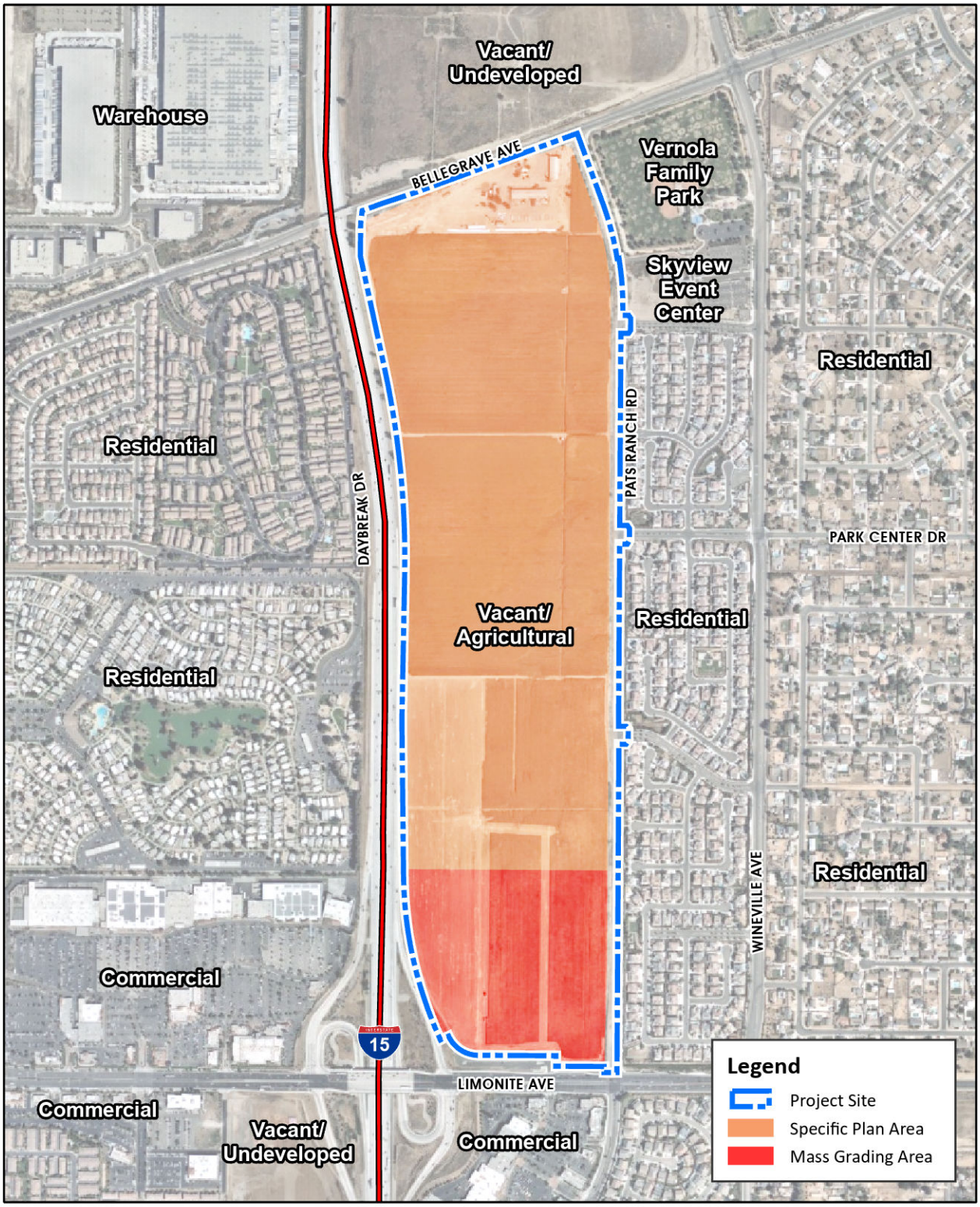


Source(s): Esri, NearMap Imagery (2022)

Figure 3-3

0 250 500 1,000 Feet

Aerial Photograph

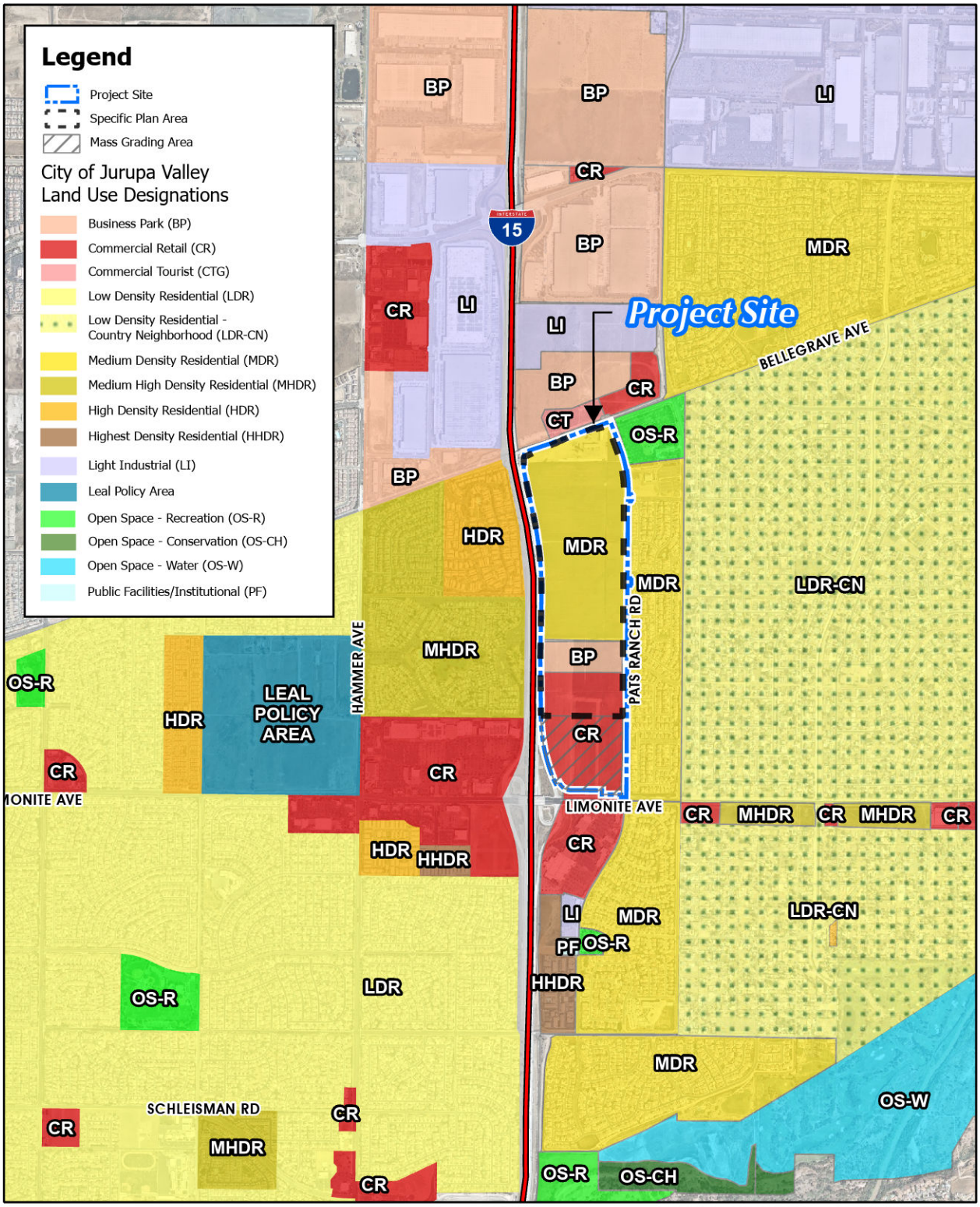


Source(s): Esri, NearMap Imagery (2022)

Figure 3-4

0 250 500 1,000 Feet

Existing Land Use

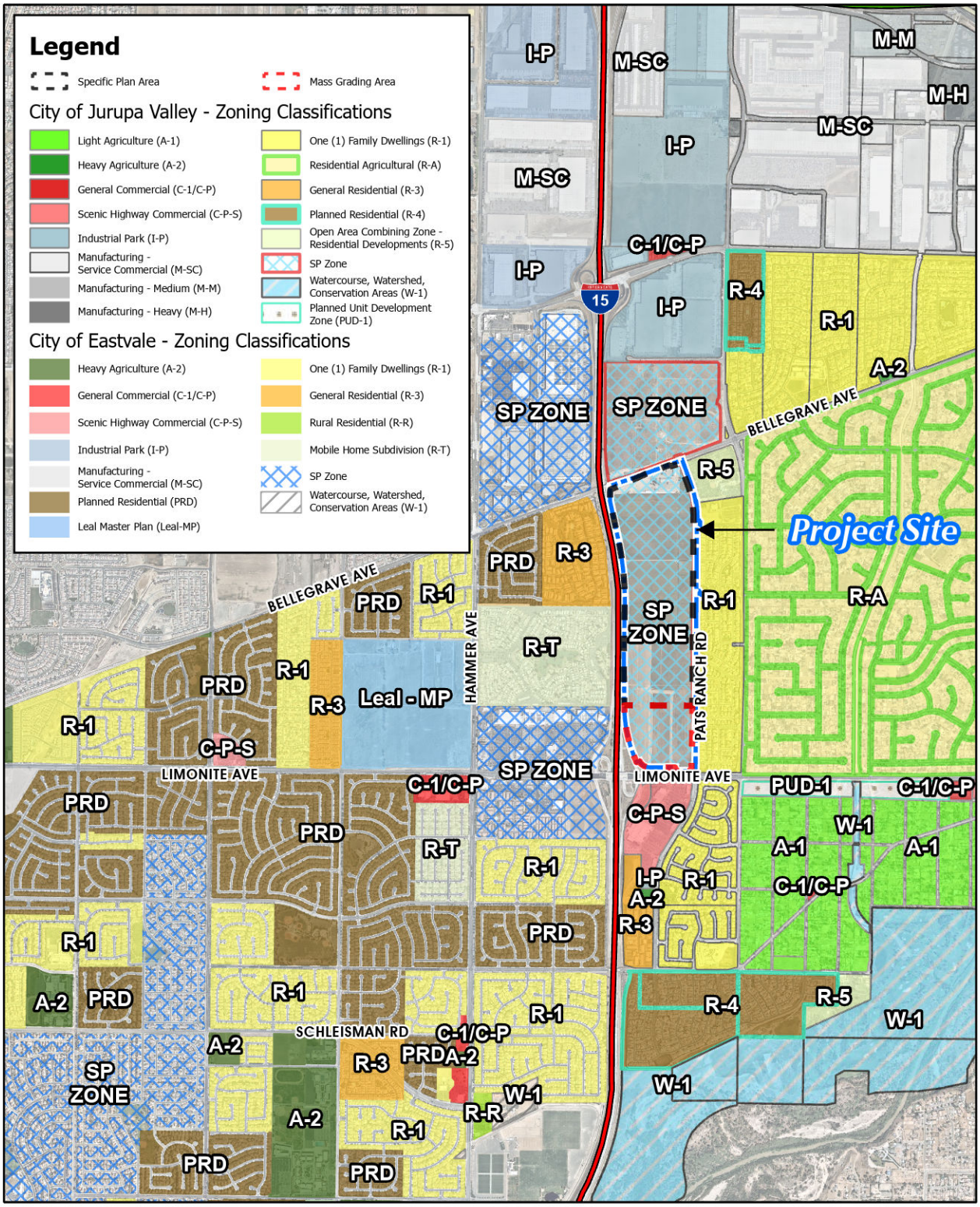


Source(s): Esri, NearMap Imagery (2022), City of Jurupa Valley (2022)

Figure 3-5

0 625 1,250 2,500 Feet

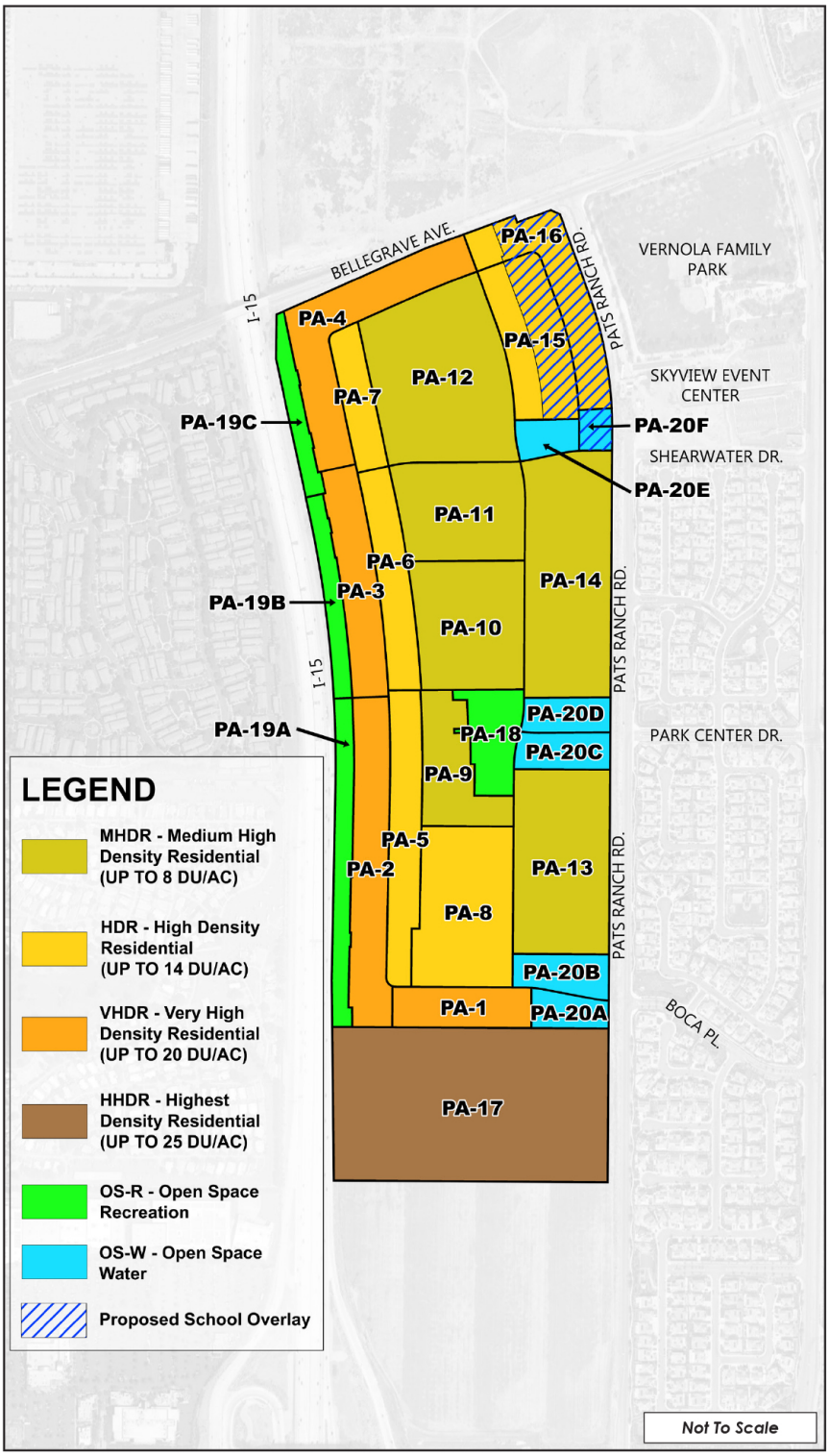
Existing General Plan Land Use Designations



Source(s): Esri, NearMap Imagery (2022), City of Jurupa Valley (2022), City of Eastvale (2022)

Figure 3-6

Existing Zoning Classifications

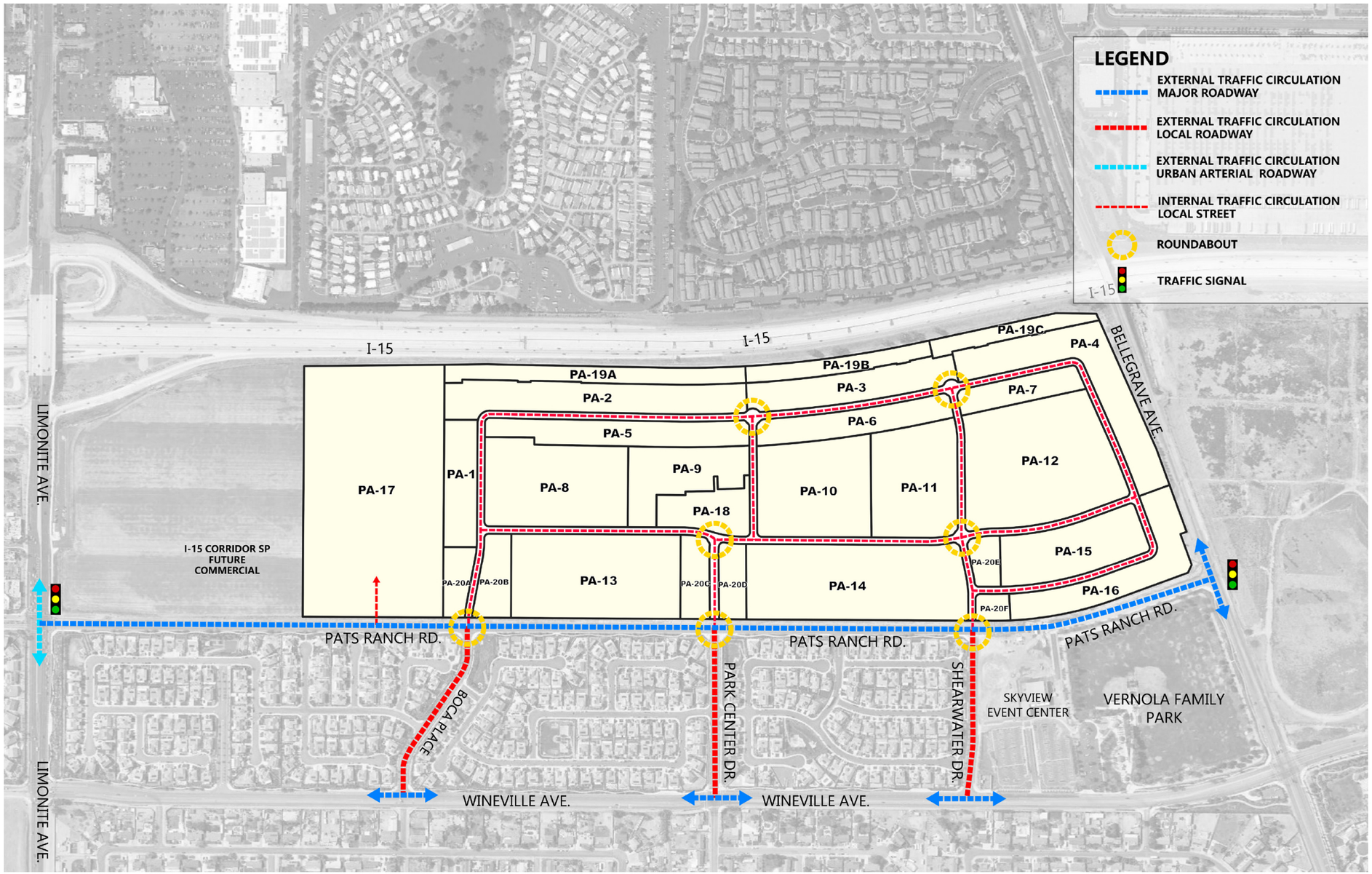


Source(s): Albert A. Webb & Associates (05-19-2023)

Figure 3-7

Not to Scale

Land Use Plan

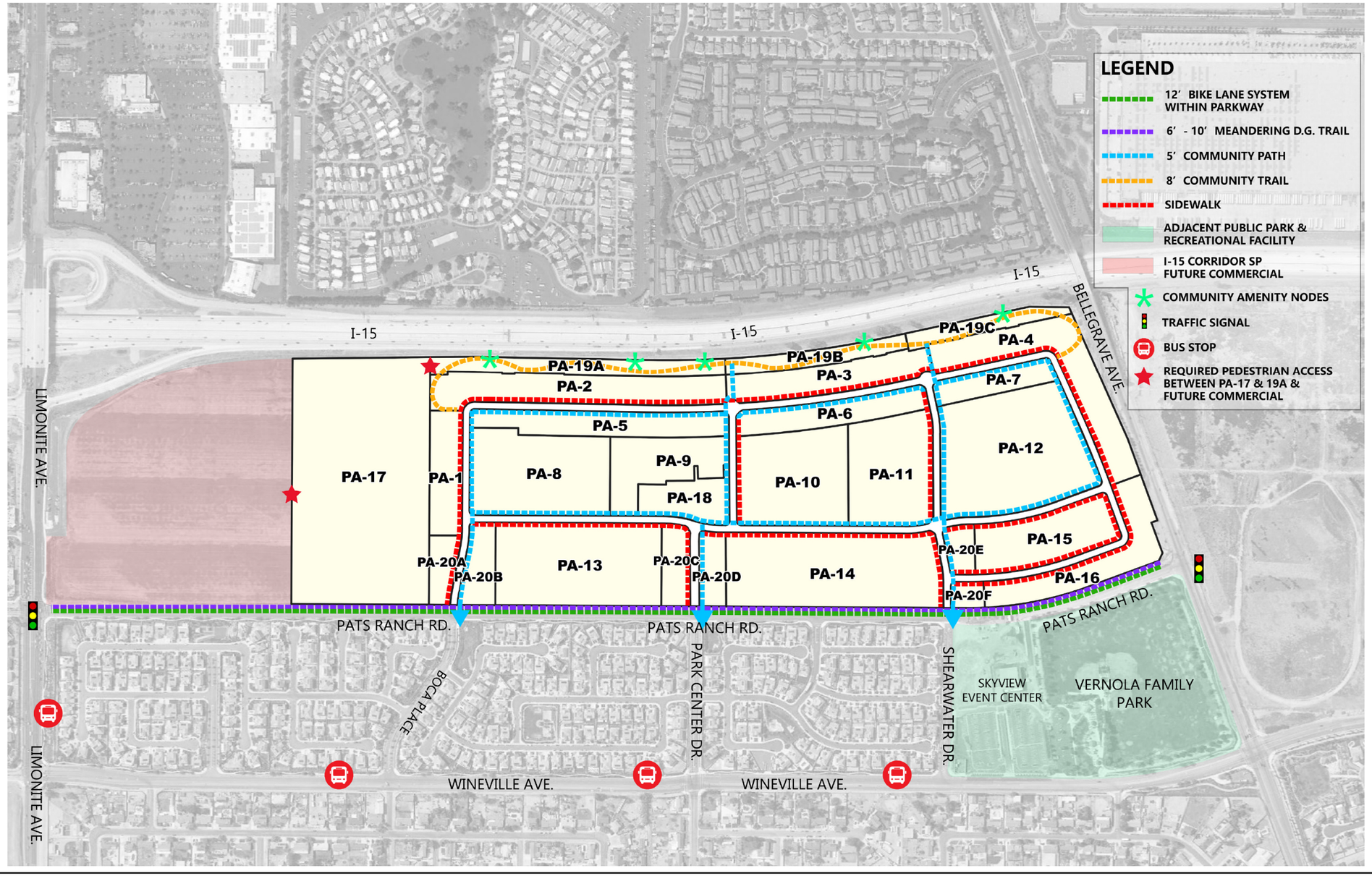


Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-8

Not to Scale

Vehicular Circulation Plan

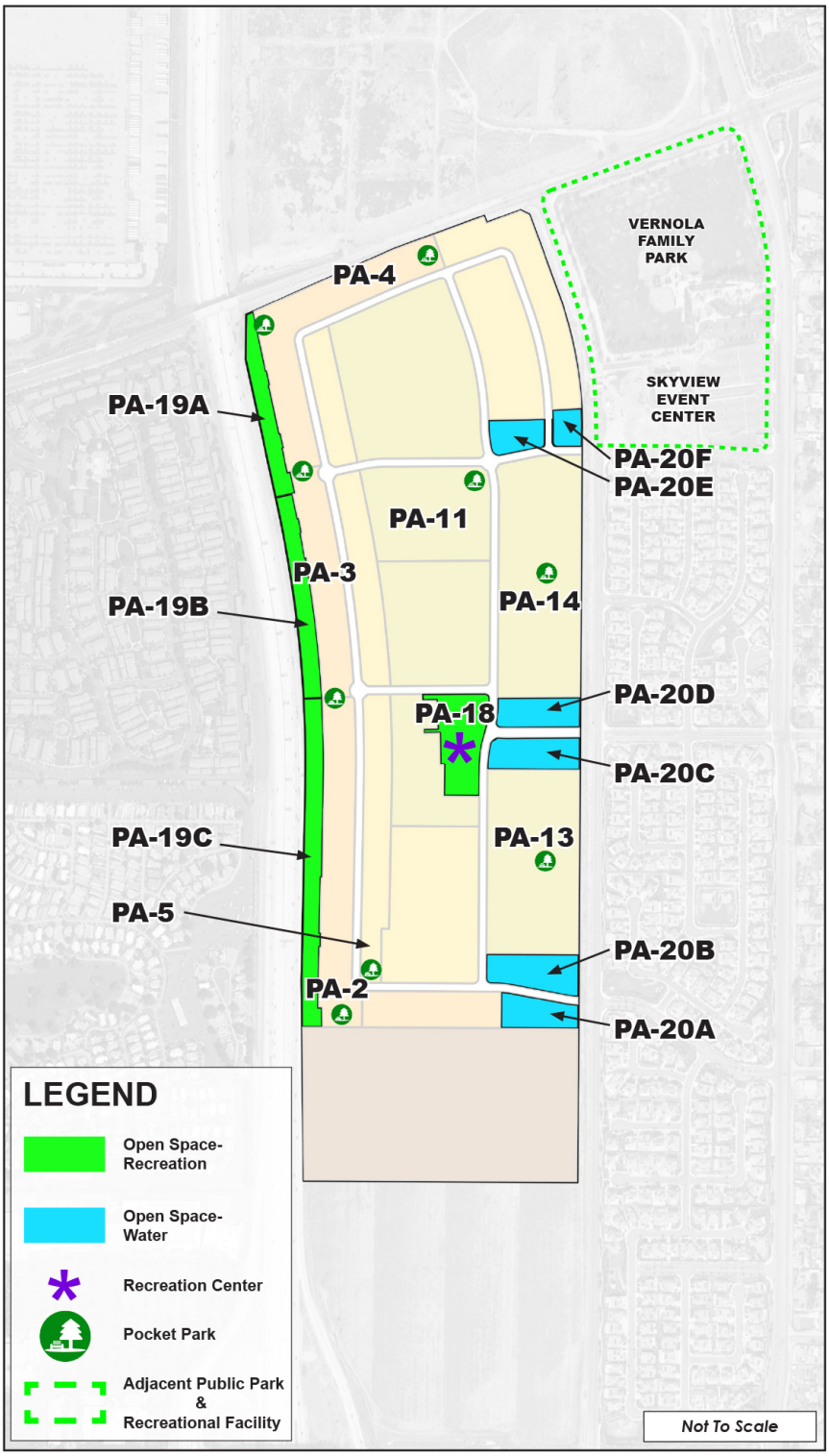


Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-9

Not to Scale

Non-Vehicular Circulation Plan

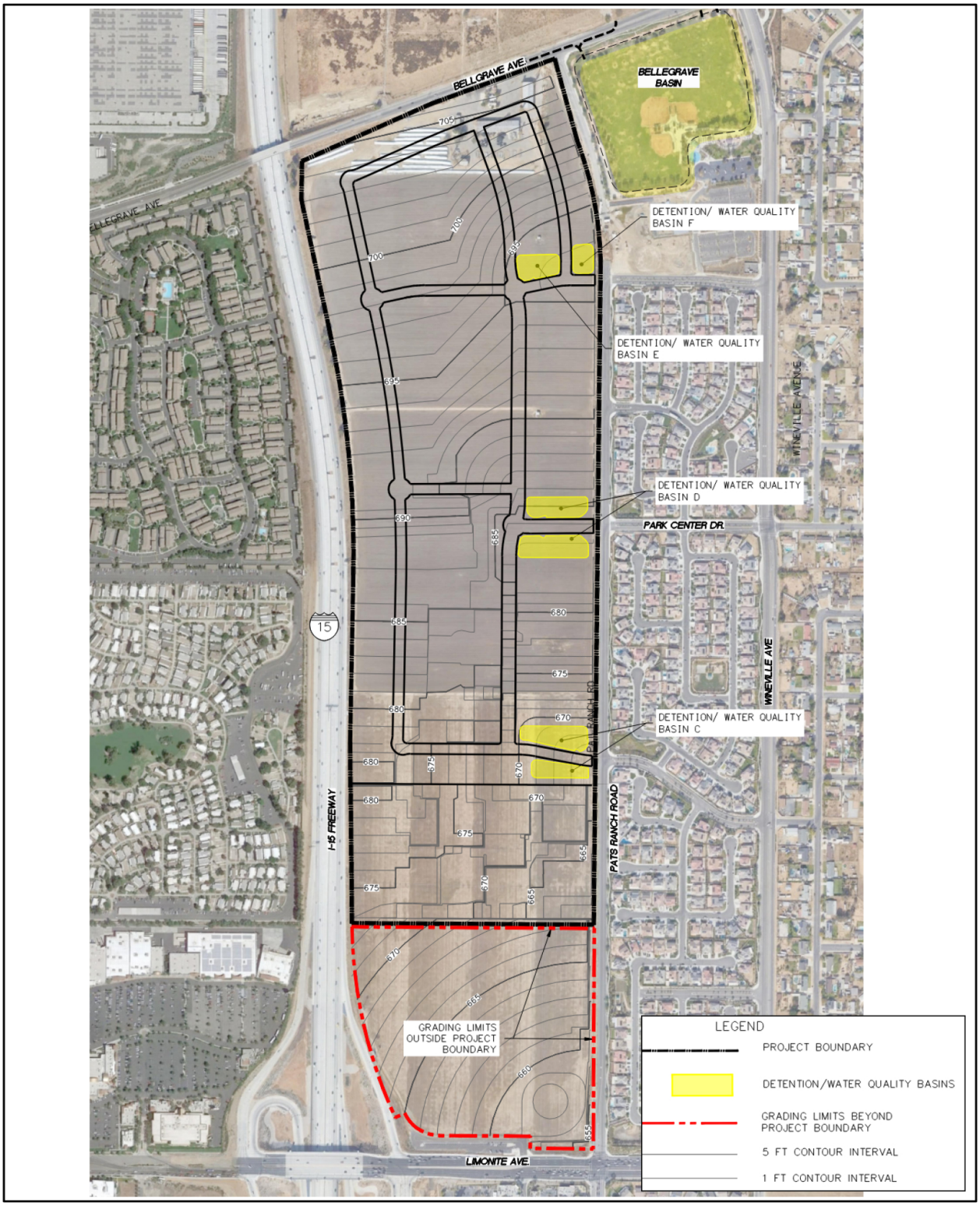


Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-10

Not to Scale

Conceptual Open Space and Recreation Plan



Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-11

Not to Scale

Conceptual Grading Plan

Street Tree Matrix				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Pat's Ranch Road				
	Street Tree	Prosopis chilensis	Chilean Mesquite	40' O.C.
	Background Tree	Lophostemon confertа	Brisbane Box	30' O.C.
Bellgrave Avenue				
	Street Tree	Laurus nobilis	Bay Laurel	40' O.C.
Project Entries (Grove Trees)				
	Specimen Tree	Olea europaea	Olive	
Entry Streets (Boca Place, Park Center Drive, Sheerwater Drive)				
	Parkway Tree	Platanus x acerifolia	London Plane	40' O.C.
	Median Tree	Lagerstroemia indica 'Muskogee'	Crape Myrtle	40' O.C.

Street Tree Matrix (Cont.)				
Symbol	Tree Type	Botanical Name	Common Name	Ave. Spacing
Main Loop Roads				
	Street Tree	Podocarpus gracilior	Fern Pine	40' O.C.
Secondary Loop Roads				
	Street Tree	Lagerstroemia indica 'Muskogee'	Crape Myrtle	30' O.C.
Local Streets or Alleys				
	Street Tree	Lophostemon confertа	Brisbane Box	30' O.C.
	Street Tree	Brachychiton populneus	Bottle Tree	30' O.C.

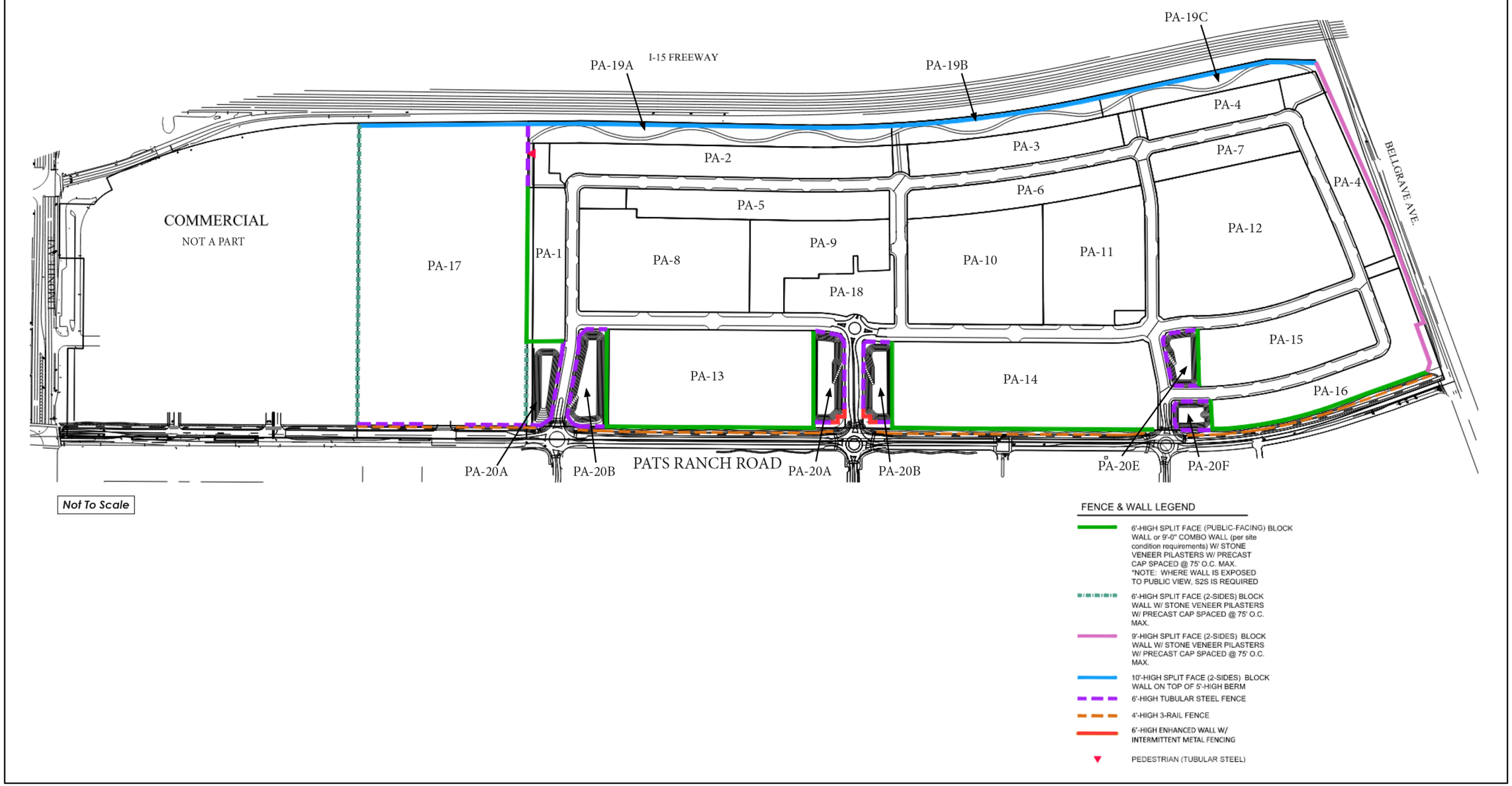


Source(s): Albert A. Webb & Associates (05-19-2023)

Figure 3-12

Not to Scale

Street Tree Exhibit

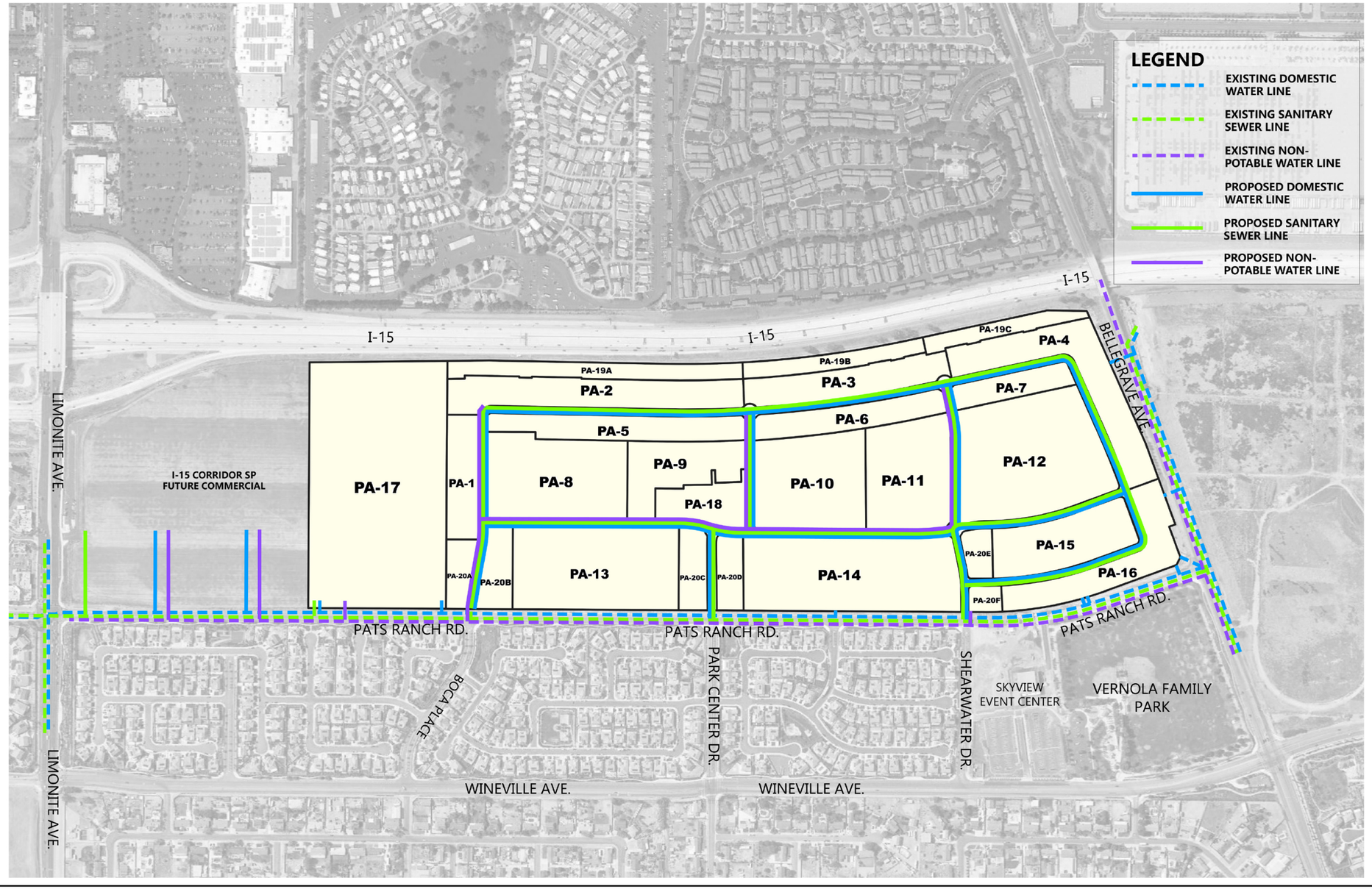


Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-13

Not to Scale

Conceptual Wall and Fencing Plan

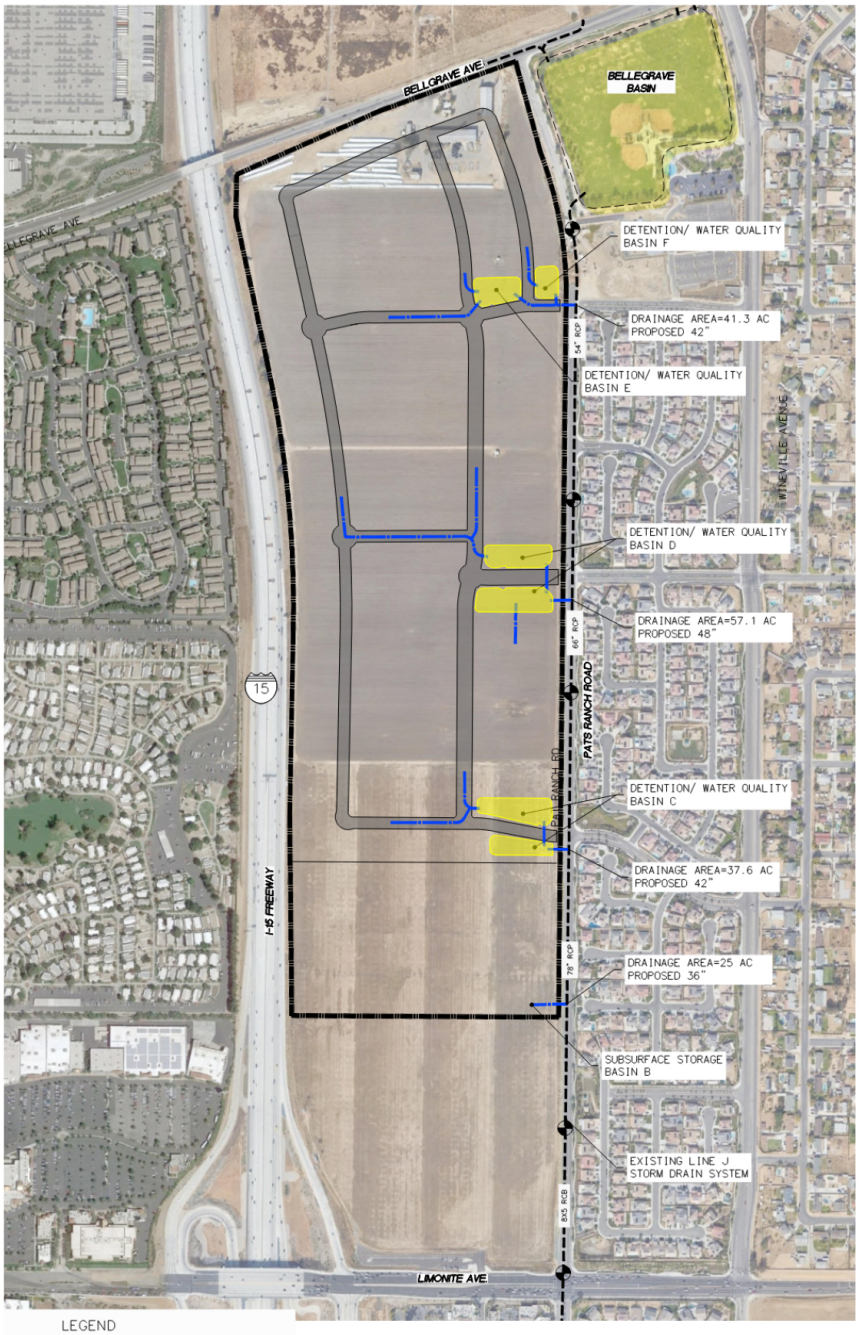


Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-14

Not to Scale

Conceptual Water, Sewer, and Non-Portable Water Plan



Source(s): Albert A. Webb & Associates (05-19-2023)

Figure 3-15

Not to Scale

Conceptual Drainage Plan

EASEMENT NOTES

(1) PUBLIC UTILITY EASEMENT PER PARCEL 4403-2 OF INST. # 028620, REC.02/02/1988.
(3) PUBLIC ROAD & UTILITY EASEMENT PER INST. #2008-0507550, REC. 04/07/2008.
(4) PUBLIC ROAD & UTILITY EASEMENT PER INST. #2009-170542, REC. 04/08/2009.

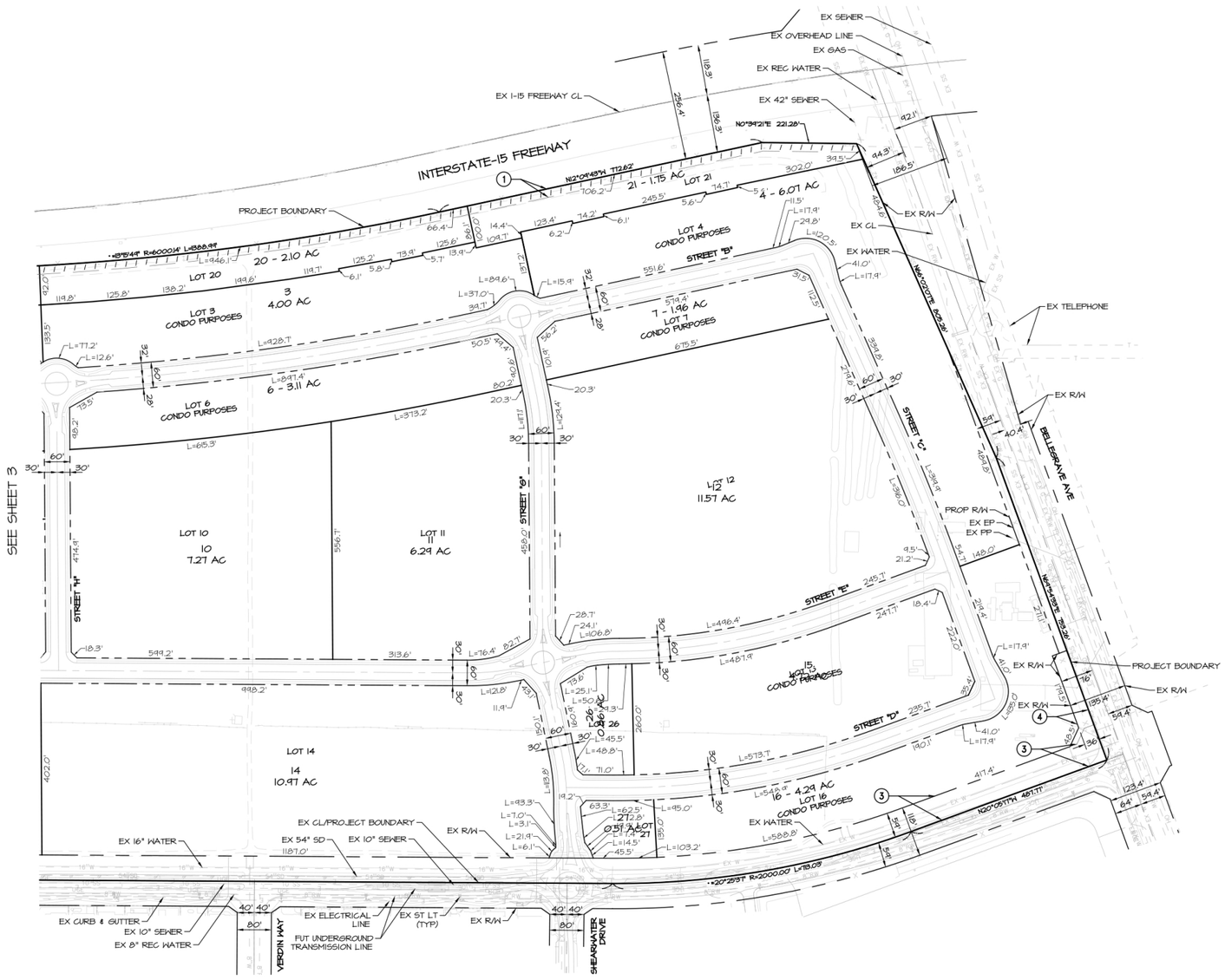
LOT AREAS

LOT #	NET AREA (AC)
3	4.00
4	5.83
6	3.11
7	1.96
10	7.27
11	6.29
12	11.57
14	10.97
15	4.72
16	4.18
20	2.10
21	1.75
26	0.86
27	0.51

LEGEND

EX EDGE OF PAVEMENT	
EX GAS LINE	
EX OVERHEAD LINE	
EX ELECTRICAL LINE	
FUT TRANSMISSION LINE	
EX 8" RECYCLED WATER	
EX RECYCLED WATER	
EX 10" SEWER	
EX 12" SEWER	
EX 42" STORM DRAIN	
EX 54" STORM DRAIN	
EX 66" STORM DRAIN	
EX 78" STORM DRAIN	
EX STREET LIGHT	
EX 16" WATER	
EX WATER	
PROP/EX RIGHT OF WAY	
RESTRICTED ACCESS	

CL	CENTER LINE	REC	RECYCLED
EP	EDGE OF PAVEMENT	R/W	RIGHT OF WAY
EX	EXISTING	SD	STORM DRAIN
FUT	FUTURE	ST LT	STREET LIGHT
PROP	PROPOSED	TYP	TYPICAL

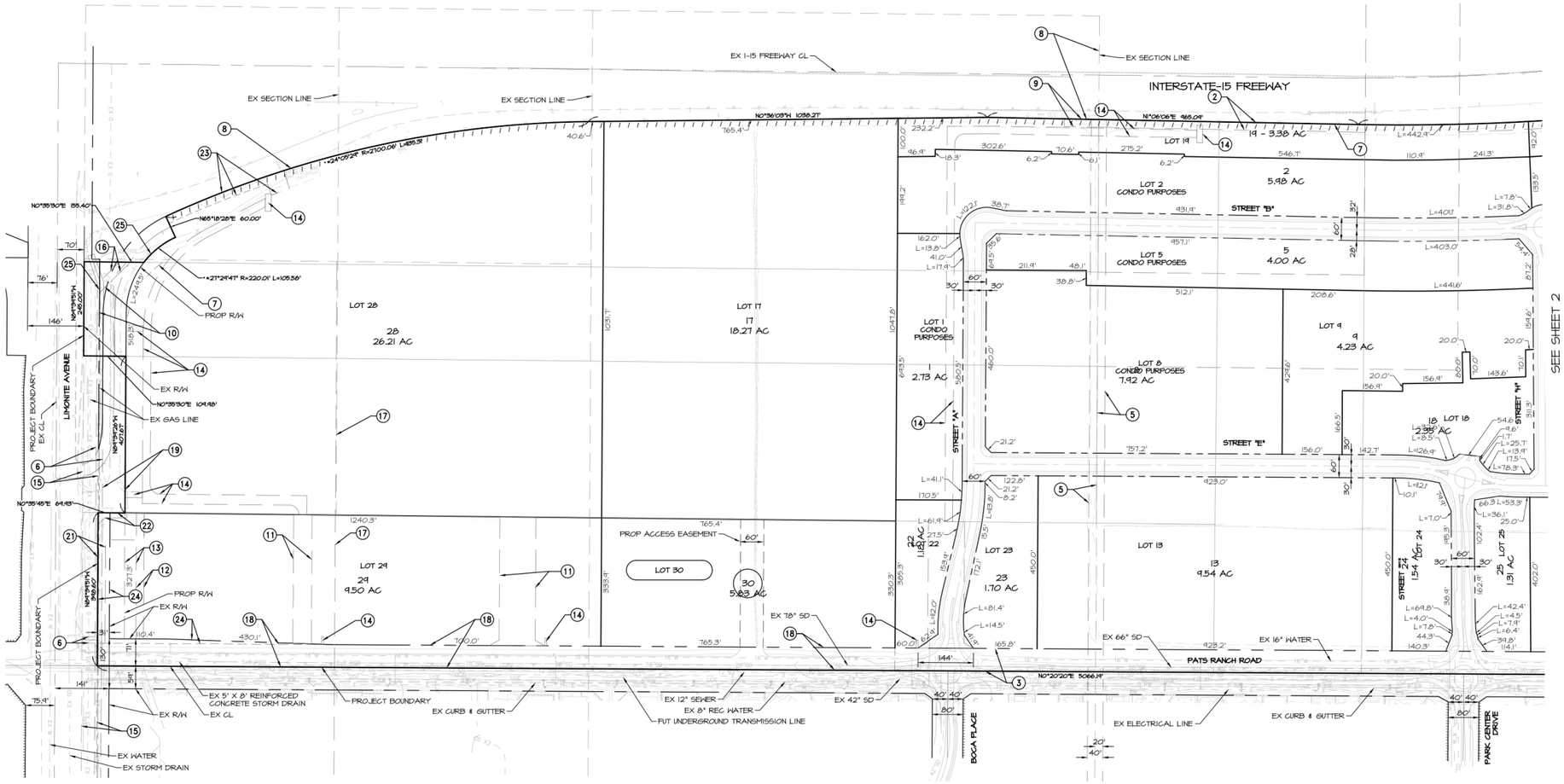


Source(s): Albert A. Webb & Associates (11-16-2022)

Figure 3-16

Not to Scale

Tentative Tract Map (1 of 2)



EASEMENT NOTES

(2) PUBLIC UTILITY EASEMENT PER PARCEL 4446-2 OF INST. # 028620, REC. 02/02/1988.

(5) A RESERVATION OF A STRIP OF LAND OF THE UNIFORM WIDTH OF 20 FEET ON EACH SIDE OF ALL QUARTER SECTION LINES FOR PUBLIC ROADS, ELECTRIC RAILWAYS, TELEPHONE LINES, ELECTRIC TRANSMISSION LINES, WATER CONDUITS, DRAINAGE, ET UX. AS SET OUT IN DEED EXECUTED BY ROGERS DEVELOPMENT COMPANY, RECORDED OCTOBER 6, 1914 IN BOOK 403, PAGE 184, OF DEEDS, RIVERSIDE COUNTY RECORDS.

(6) EASEMENT FOR SOUTHERN GAS COMPANY & SOUTHERN COUNTIES GAS COMPANY OF CALIFORNIA PER BOOK 1228, PAGE 488 O.R., REC. 12/18/1950.

(7) RESTRICTED ACCESS PER INST. #1976-065887, REC. 05/13/1976.

(8) RESTRICTED ACCESS PER INST. #1986-230116, REC. 09/19/1986.

(9) EASEMENT TO STATE OF CALIFORNIA PER INST. #1986-230118, REC. 09/19/1986.

(10) 20' SOUTHERN CA. GAS EASEMENT PER INST. #1994-007031, REC. 01/06/1994.

(11) ROADWAY EASEMENTS PER INST. #2016-244915, REC. 06/17/2016.

(12) SEWER EASEMENT PER INST. #2016-244915, REC. 06/17/2016.

(13) STORM DRAIN EASEMENT PER INST. #2016-244915, REC. 06/17/2016.

(14) SIGN EASEMENTS PER INST. #2016-244915, REC. 06/17/2016.

(15) 40' ROAD EASEMENT TO COUNTY OF RIVERSIDE PER BOOK 237/40 O.R., REC. 06/25/1935.

(16) SOUTHERN CA. EDISON PER INST. #2019-0066409, REC. 02/27/2019.

(17) **OF UNDISCLOSED WIDTH OF SOUTHERN SIERRAS POWER COMPANY EASEMENT PER BOOK 803, PAGE 111 OF DEEDS, REC. 03/11/1924.

(18) 54' ROAD EASEMENT PER INST. #2008-507549, REC. 09/17/2008.

(19) GRANTED TO STATE OF CALIFORNIA PER INST. #1986-230117, REC. 09/19/1986.

(21) TEMPORARY CONSTRUCTION EASEMENT PER INST. #2019-027140, REC. 01/24/2019.

(22) SLOPE EASEMENT PER INST. #2019-027140, REC. 01/24/2019.

(23) UNRECORDED PERMANENT EASEMENT AS SHOWN ON CALTRANS R/W MAP T1206-03.

(24) R/W DEDICATION PER INST. #2016-244915, REC. 06/17/2016.

(25) HIGHWAY EASEMENT DEDICATED TO STATE OF CALIFORNIA PER INST. #65887 O.R., REC. 05/13/1976.

LOT AREAS

LOT #	NET AREA (AC)
1	2.73
2	5.98
5	4.00
8	7.92
9	4.23
13	9.54
17	18.27
18	2.35
19	3.38
22	1.11
23	1.70
24	1.54
25	1.31
28	26.22
29	9.50
30	5.84

LEGEND

EX EDGE OF PAVEMENT
EX GAS LINE
EX OVERHEAD LINE
EX ELECTRICAL LINE
FUT TRANSMISSION LINE
EX 8" RECYCLED WATER
EX RECYCLED WATER
EX 10" SEWER
EX 12" SEWER
EX 42" STORM DRAIN
EX 54" STORM DRAIN
EX 66" STORM DRAIN
EX 78" STORM DRAIN
EX STREET LIGHT
EX 16" WATER
EX WATER
PROP/EX RIGHT OF WAY
RESTRICTED ACCESS

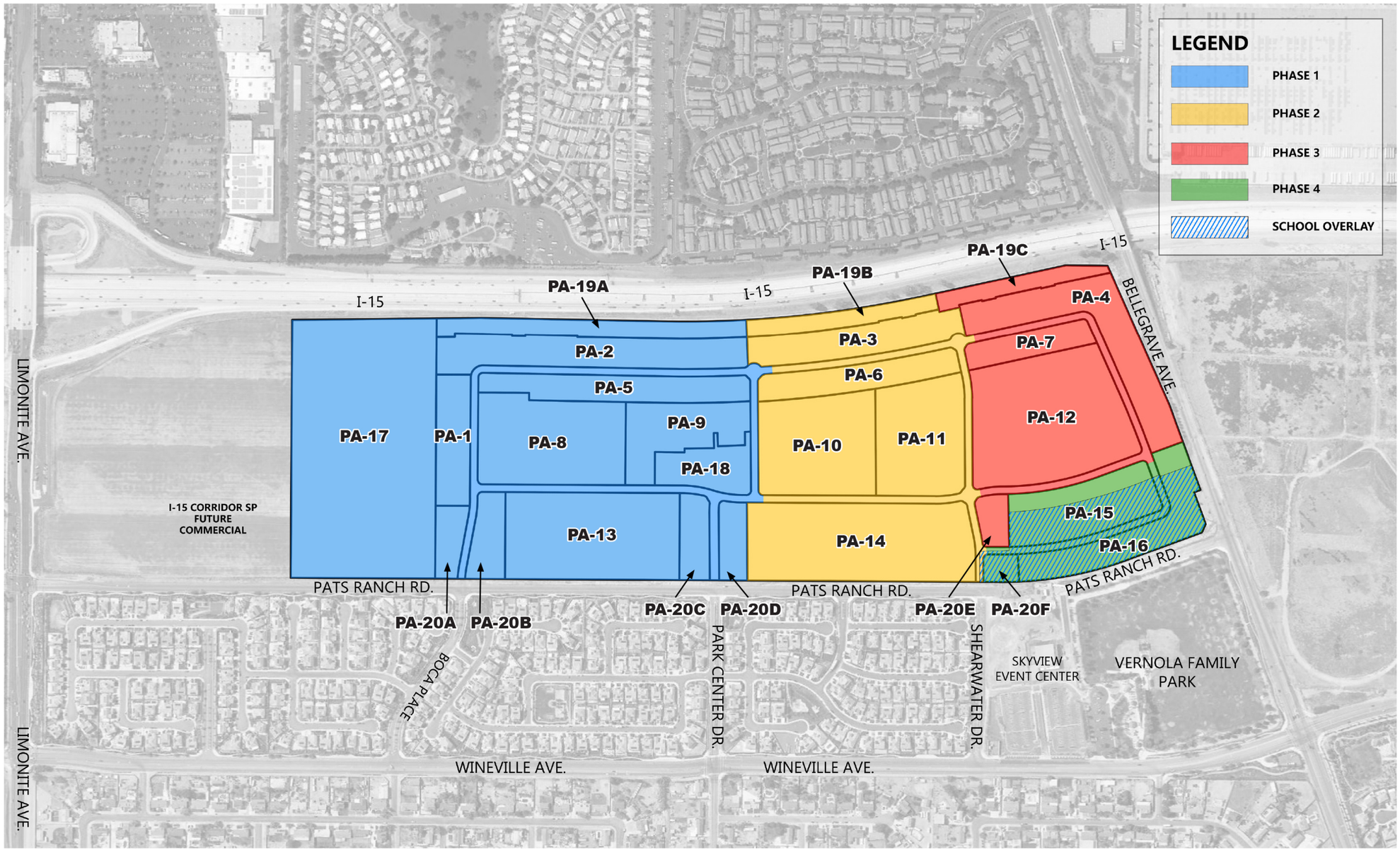
CL	CENTER LINE	REC	RECYCLED
EP	EDGE OF PAVEMENT	R/W	RIGHT OF WAY
EX	EXISTING	SD	STORM DRAIN
FUT	FUTURE	ST LT	STREET LIGHT
PROP	PROPOSED	TYP	TYPICAL

Source(s): Albert A. Webb & Associates (11-16-2022)

Figure 3-17

Not to Scale

Tentative Tract Map (2 of 2)



Source(s): Albert A. Webb & Associates (08-31-2023)

Figure 3-18

Not to Scale

Conceptual Phasing Plan

4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

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

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared a Notice of Preparation (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR. Public comment on the scope of this EIR consisted of written comments received by the City of Jurupa Valley in response to the NOP; the City received one comment from members of the public at the EIR scoping meeting held on January 9th, 2023. Taking all known information and public comments into consideration, 18 primary environmental subject areas are evaluated in Section 4.0, as listed below. Each subsection of Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Aesthetics
4.2 Agricultural and Forestry Resources
4.3 Air Quality
4.4 Biological Resources
4.5 Cultural Resources
4.6 Energy
4.7 Geology and Soils
4.8 Greenhouse Gas Emissions
4.9 Hazards and Hazardous Materials
4.10 Hydrology and Water Quality
4.11 Land Use and Planning
4.12 Noise
4.13 Population and Housing
4.14 Public Services
4.15 Recreation
4.16 Transportation
4.17 Tribal Cultural Resources
4.18 Utilities and Service Systems

Sections 4.1 through 4.18 provide analysis of impacts for those environmental topics where it was determined that the Project could result in "potentially significant impacts." Each topical section includes the following information:

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

- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.
- Evaluation of potential cumulative impacts.

4.0.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

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

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

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

4.0.3 TERMINOLOGY USED IN THIS EIR

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

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Significant impact.** A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

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

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

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

4.0.4 Scope of Cumulative Effects Analysis

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

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

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

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

The cumulative impact analysis in this EIR uses both Method A and Method B. Method B uses the City of Jurupa Valley's comprehensive General Plan, which was adopted by the Jurupa Valley City Council on September 7, 2017. Cumulative impact analyses also use the projections in the long-range planning documents–such as Southern California Association of Governments in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and South Coast Air Quality Management District's 2022 Air Quality Management Plan (AQMP). This information was supplemented with a list of related projects (Method A), described in detail below.

The projections for residential and non-residential buildout potential under the Vernola Ranch Specific Plan Draft EIR are included in Table 4.0-1, *City of Jurupa Valley General Plan Buildout Projections*. The projected growth conditions in the City by 2035 include a conversion of a total of 4,494 acres of vacant developable land, which is 16.1 percent of the total City area. Future growth is anticipated to

result in 14,332 new residential units and a maximum of 36.6 million sf of new nonresidential buildings.

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

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

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

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

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

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

- **Agricultural and Forestry Resources.** This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City.

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

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

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

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

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

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

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

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

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

- **Population and Housing.** The cumulative impact analysis for population and housing considers development of the Project in conjunction with other development projects in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration growth projections identified in SCAG's Connect SoCal and the City's General Plan.

- **Public Services.** Public services impacts are based on the service areas of Riverside County Sheriff, Riverside County Fire Department, Jurupa Unified School District and Riverside County Library System.

- **Recreation.** This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within two miles of the Project site.

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

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

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

4.0.5 RELATED PROJECTS

The list of related projects was prepared based on the Project's Traffic Impact Analysis (*Technical Appendix M)* and uses data from the cities of Jurupa Valley, Eastvale, and Ontario. A total of 15 cumulative projects were identified in the study area for the traffic study, shown on Figure 4.0-1, *Cumulative Development Location Map*, Table 4.0-2, *Cumulative Development Land Use Summary*. The list of related projects is only used for cumulative analysis for selected topics such as cumulative noise impacts and identifying adjacent projects for construction-related impacts. Refer above to the summary of the approach and extent of cumulative impacts for each topic.

Table 4.0-2 Cumulative Development Land Use Summary

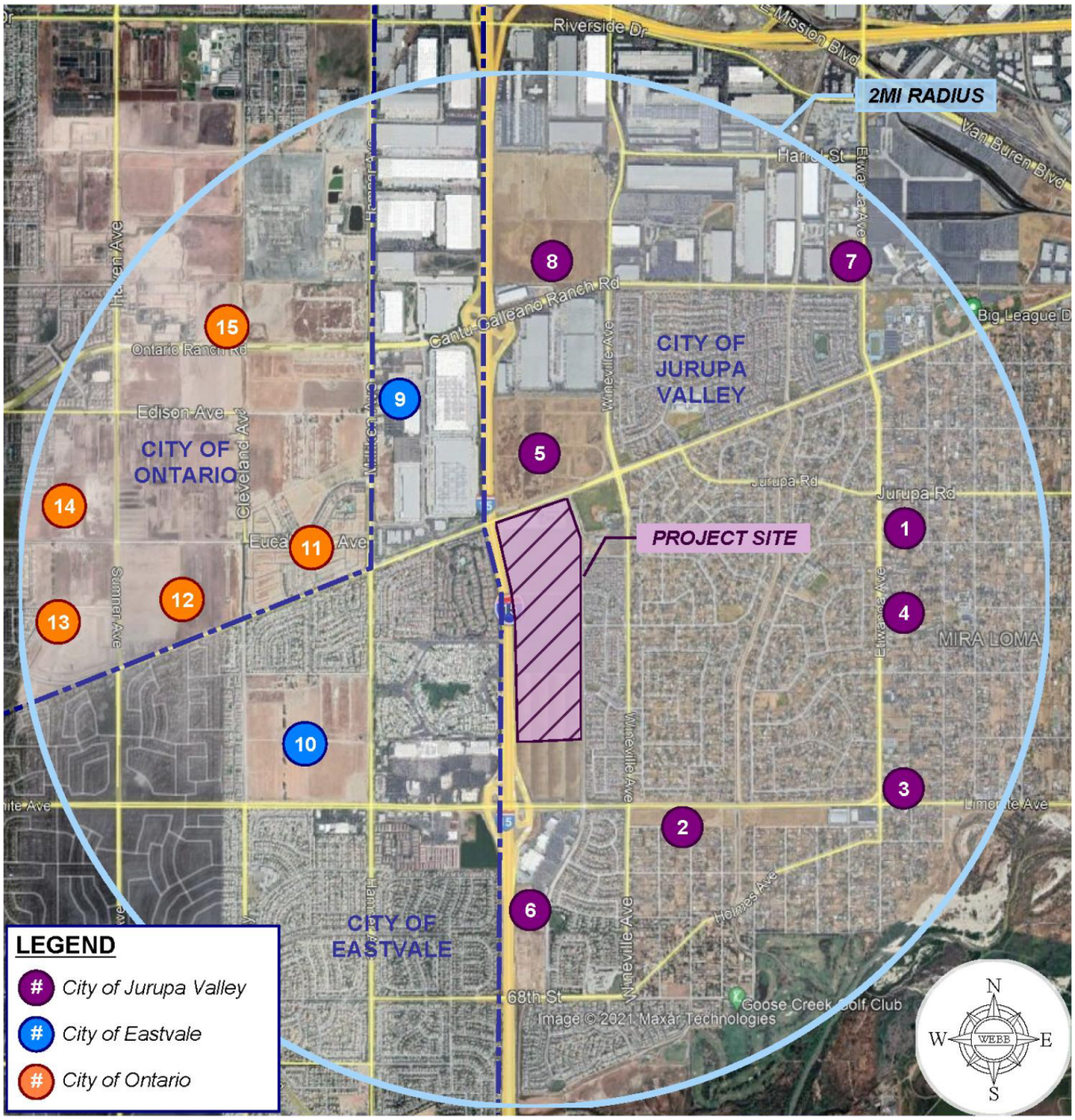
ID	Project		Location	Land Use[1]	Trip Generation		
					AM	PM	Daily
City of Jurupa Valley							
1	Tacos More Restaurant (4,500 sf restaurant & sports bar)		5322 Etiwanda	932 High-Turnover (Sit-Down) Restaurant	43	41	482
2	Wineville Marketplace	Single-Family Homes (130 DU)	SEC Limonite Ave & Wineville Ave	210 Single-Family Detached Housing	91	122	1,226
		Retail (37,600 sf)		820 Shopping Center	32	128	1,392
3	Express Car Wash (1 tunnel)		6168 Etiwanda Ave	948 Automated Car Wash	0	78	620
4	Mixed Use Development	Retail (9,500 sf)	5560 Etiwanda Ave	820 Shopping Center	8	32	352
		Apartments (45 DU)		220 Multifamily Housing (Low-Rise)	18	23	303
5	Light Industrial Business Park (10,000 sf)		NWC Bellegrave Ave @ Wineville Ave	770 Business Park	14	12	124
6	Vernola Market Place Apartments (220 DU)		Pats Ranch Rd s/o Limonite Ave	220 Multifamily Housing (Low-Rise)	88	112	1,483
7	Warehouse Distribution Bldg (310,760 sf)		NWC Etiwanda & Cantu-Galleano Ranch	150 Warehousing	53	56	531
8	76 Gas Station	Gas Station w Convenience Store & Car Wash	4585 Pier Enterprise Wy	945 Gasoline/Service Stn w Convenience Mart	128	147	2,121
		Fast-Food Restaurant (4,000 sf)		933 Fast-Food Restaurant w/o Drive-Through	173	133	1,802
City of Eastvale							
9	Goodman Commerce Center (addl 96,845 sf planned commercial)		SEC Hamner Ave @ Cantu Galleano Ranch	820 Shopping Center	81	329	3,584
10	Leal Master Plan	Lifestyle Center	NWC Hamner Ave @ Limonite Ave	820 Shopping Center	273	1,105	12,028
		General Commercial		110 General Light Industrial	167	145	1,096
		Hotel		310 Hotel	207	266	3,596
		Housing		220 Multifamily Housing (Low-Rise)	264	337	4,448

ID	Project		Location	Land Use[1]	Trip Generation		
					AM	PM	Daily
City of Ontario							
11	Esperanza	Single-Family Homes (914 DU)	NWC Hamner Ave @ Bellegrave Ave	210 Single-Family Detached Housing	640	859	8,619
		Multi-Family Homes (496 DU)		220 Multifamily Housing (Low-Rise)	198	253	3,343
12	Subarea 29 Addendum	Single-Family Homes (574 DU)	n/o Bellegrave Ave b/t Scholar Wy & Sumner Ave	Scholar Wy & Sumner Ave 210 Single-Family Detached Housing	402	540	5,413
13	Subarea 29	Single-Family Homes (2,293 DU)	NWC Bellegrave Ave @ Sumner Ave	210 Single-Family Detached Housing	1,605	2,155	21,623
		Retail (87,000 sf)		820 Shopping Center	73	296	3,220
14	Grand Park	Single-Family Homes (740 DU)	NWC Eucalyptus Ave @ Sumner Ave	210 Single-Family Detached Housing	518	696	6,978
		Multi-Family Homes (587 DU)		220 Multifamily Housing (Low-Rise)	235	299	3,956
15	Rich Haven	Single-Family Homes (1,833 DU)	NWC Haven Ave @ Edison Ave	210 Single-Family Detached Housing	1,286	1,723	17,285
		Multi-Family Homes (3,033 DU)		220 Multifamily Housing (Low-Rise)	1,213	1,547	20,442
Total Cumulative Projects Traffic Volumes					**7,807**	**11,435**	**126,067**

DU=Dwelling Units

Leal Master Plan and the Ontario Plan are expected to be partially operational at the Project opening day.

[1] Trip generation calculations per ITE Trip Generation Manual



Source(s): Albert A. Webb & Associates (March 2023)

Figure 4.0-1

Not to Scale

Cumulative Development Location Map

4.1 AESTHETICS

The following analysis is based on information obtained from site photos taken by T&B Planning Inc. staff (T&B) (T&B Planning, 2022); Google Earth Pro (Google Earth, 2023); City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); City of Jurupa Valley Municipal Code; and Project site plans. All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.1.1 EXISTING CONDITIONS

A. Existing Character

1. Project Site

The Project site consists of 200.7 acres of disturbed/developed agricultural land in the City of Jurupa Valley, Riverside County. The Project site includes the 153 acre Specific Plan Area, 36 acres south of the Specific Plan Area, and approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue. From a regional perspective, the Project site is located in the western portion of the City of Jurupa Valley, to the east of the City of Eastvale and to the north/northeast of the City of Norco. Interstate 15 (I-15) abuts the Project site to the west, State Route 60 (SR-60) is located approximately 1.9 miles north of the Project site, and SR-91 is located 6.5 miles south of the Project site. At the local scale, the Project site is immediately bounded by Bellegrave Avenue to the north, I-15 to the west, and Pats Ranch Road to the east.

Under existing conditions, the Project site is occupied by Vernola Ranch, an active corn field utilized for grain, that generates minimal artificial light. The Project site is currently disturbed/developed with farming support structures and storage/staging facilities on the northern portion of the Project site. A natural gas line compound structure is located in the north-central portion of the site. The natural gas line extends from the northeast corner of the Project site, near Bellegrave Avenue and Pats Ranch Road, to the compound structure to a gas riser. A water line is located in the same trench and extends south to the southern portions of the Project site. (Subsurface Survey, 2021) The majority of the Project site consists of plowed land, with earthen berms and scattered trees along the extreme edges of the site. (GeoTek, 2021b)

2. Surrounding Land Uses

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

- **North:** The area immediately north of the Project site is under the jurisdiction of the City of Jurupa Valley and is designated as Commercial Retail (CR), Commercial Tourist (CT), Business Park (BP), and Light Industrial (LI) by the General Plan land use map, and zoned as Light Industrial, Business Park, Commercial/Retail, Tourist/Commercial under Thoroughbred Farm Specific Plan No. 376. There is no development located to the north of the Project site.

- **East:** The area immediately east of the Project site is under the jurisdiction of the City and is designated as Open Space-Recreation (OS-R), and Medium Density Residential (MDR), and zoned as One-Family Dwellings (R-1) and Open Area Combining Zone - Residential Developments (R-5). The developments located east of the Project site include Vernola Family Park, single-family residential neighborhoods, and the Skyview Event Center.

- **South:** The area immediately south of the Project site is under the jurisdiction of the City and is designated as CR, and zoned as Commercial under I-15 Corridor Specific Plan No. 26. The developments located south of the Project site include Park and Ride and commercial development.

- **West:** The area immediately west of the Project site is under the jurisdiction of the City of Eastvale and is designated as General Residential, High Density Residential, Medium High Density Residential, and zoned as Mobile Home Subdivision and Mobile Home Park, and Specific Plan. The developments located east of the Project site include residential neighborhoods.

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

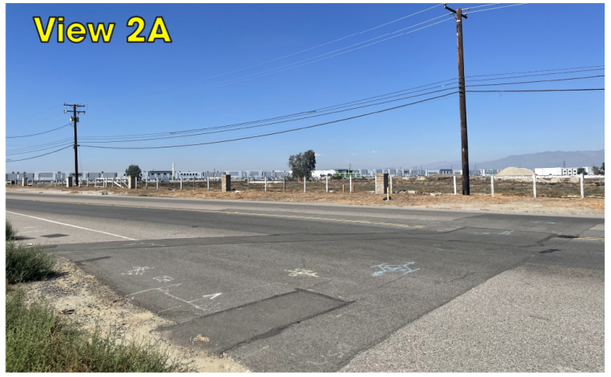
- Off-Site View 1: View 1 depicts the views from the northern border of the Project site on Bellegrave Avenue. As shown, under existing conditions, the property immediately to the north of Bellegrave Avenue is currently vacant with remnants of a wall structure. Additionally, distant views of the San Gabriel Mountains to the north are experienced from this portion of Bellegrave Avenue.

- Off-Site View 2: View 2 (two photographs) depicts the views from the northeastern corner of the Project site at the intersection of Bellegrave Avenue and Pats Ranch Road. As shown, under existing conditions, the property immediately to the north of Bellegrave Avenue is currently vacant. Distant views of San Gabriel Mountains to the north and Jurupa Mountains to the northeast are experienced from this location.

- Off-Site View 3: View 3 (two photographs) depicts the existing residential uses located west of the Project site, as viewed from the intersection of Boca Place and Pats Ranch Road. Sidewalks are provided on the eastern side of Pats Rach Road. As shown, due to the development of single-family homes, views of natural landforms are not provided from this location.

- Off-site View 4: View 4 depicts the existing commercial uses located south of the Project site, as viewed from Limonite Avenue. Distant views of Norco Hills can be seen from this portion of Limonite Avenue.













Key Map

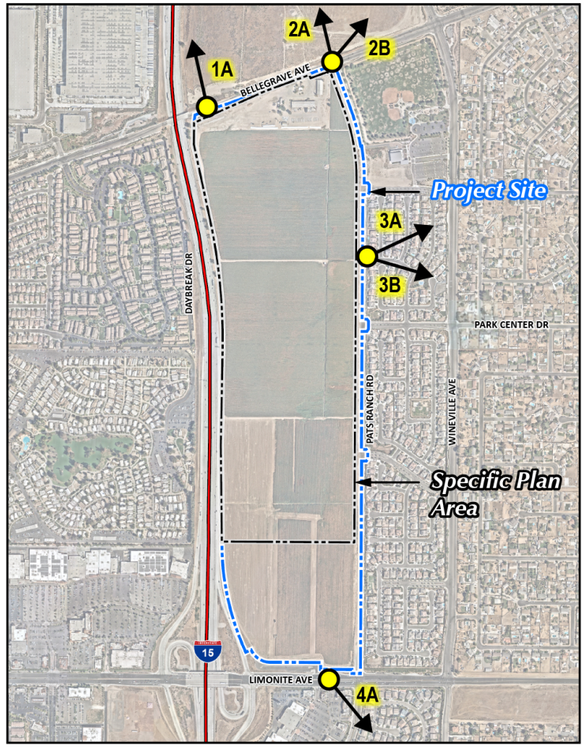


Figure 4.1-1

Not to Scale

Off-Site Character Views

B. Existing Views

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

- View 1 (Figure 4.1-2): View 1 (three photographs) depicts the views of the Project site from Bellegrave Avenue. Existing farming support structures and storage/staging facilities associated with the Vernola Ranch can be seen. Additionally, distant views of the Santa Ana Mountains to the north are experienced from this portion of Bellegrave Avenue.

- View 2 (Figure 4.1-2): View 2 depicts the view of the northeastern corner of the Project site at the intersection of Bellegrave Avenue and Pats Ranch Road. An existing structure, chain-link fence, and vegetation visible in the photograph (associated with the Vernola Ranch) obstructs further views of the Project site from this location. Additionally, distant views of the Santa Ana Mountains are experienced from this portion of Bellegrave Avenue and Pats Ranch Road.

- View 3 (Figure 4.1-2): View 3 (two photographs) depicts the views of the Project site from the end of the cul-de-sac at Pats Ranch Road. The existing farming support structures and storage/staging facilities can be seen to the northeast. The Project site is mainly covered by disturbed/plowed land with shrubs and vegetation at the foreground. Distant views of Santa Ana Mountains site are experienced from this portion of Pats Ranch Road.

- View 4 (Figure 4.1-3): View 4 (two photographs) depicts the view of the Project site, as viewed from the intersection of Boca Place and Pats Ranch Road. The view depicts an earthen berm across this portion of the eastern edge of the Project site.

- View 5 (Figure 4.1-3): View 5 (two photographs) depicts the view of the Project site, as viewed from the intersection of Limonite Avenue and Pats Ranch Road. The view depicts the relatively flat and plowed Project site. Views from this location also depict the Park and Ride facility to the west, fencing in the foreground, and commercial uses located across I-15 in the distant. Distant views of the San Gabriel Mountains to the north are experienced from this location.

- View 6 (Figure 4.1-3): View 6 depicts an overview of the Project site as viewed from the Park and Ride facility on Limonite Avenue. Distant views of San Gabriel Mountains to the north are experienced from this location.













Key Map

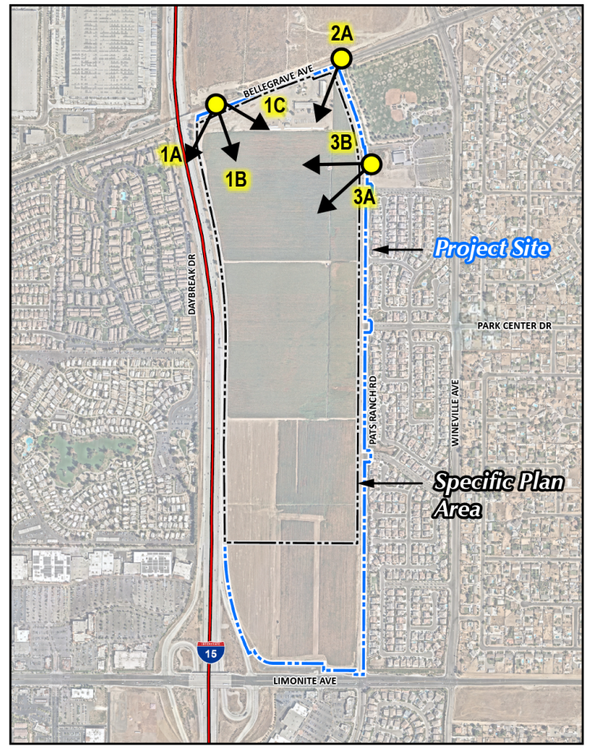


Figure 4.1-2

Not to Scale

Views of the Project Site (1 of 2)











Key Map

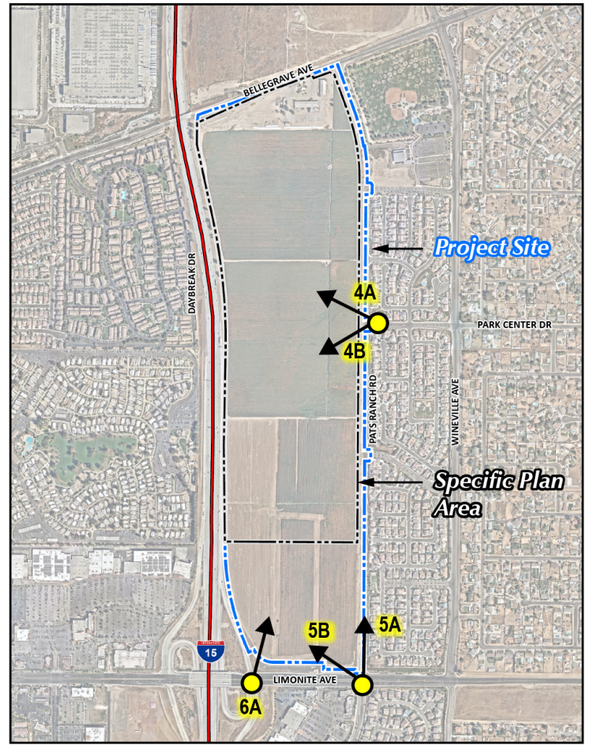


Figure 4.1-3

Not to Scale

Views of the Project Site (2 of 2)

C. Existing Physical Features

Topographically, the Project site slopes gently downward to the south at an approximate two percent gradient. Elevations range from 648 feet above sea level at the southeastern corner to 700 ft above sea level at the northeastern corner of the site. Farming support structures and storage/staging facilities are located on the northern portion of the Project site. A natural gas line compound structure is located in the north-central portion of the site. The majority of the Project site consists of plowed land, with earthen berms and scattered trees along the extreme edges of the site.

D. Viewsheds and Scenic Vistas

The City's General Plan does not identify the Project site or surrounding area as being within a viewshed of a scenic vista or contributing to a scenic vista (City of Jurupa Valley, 2017a, p. 1-19). Based on the site visit conducted by T&B Planning on October 19, 2022, the following landforms are visible from the Project site: San Gabriel Mountains (north), Norco Hills (southeast), Jurupa Mountains (northeast), Santa Ana Mountains (south and southwest). These viewsheds were confirmed following the release of the NOP.

E. Scenic Highways

There are no Officially-Designated State scenic highways near the Project site. The nearest Officially Designated State scenic highway is SR-91 from SR-55 to the eastern boundary of the City of Anaheim located approximately 19.42 miles southwest of the Project site. The nearest eligible scenic highway is SR-71 from SR-91 near Corona to SR-83 located approximately 7.16 miles southwest of the Project site (Caltrans, 2022).

F. Light and Glare

Under existing conditions, the Project site is Vernola Ranch, an active corn field utilized for grain. The site does not feature any source of artificial light. Artificial lighting within the vicinity of the Project include:

- Headlights from vehicles traveling along the surrounding roadways of Pats Ranch Road, I-15 and Bellegrave Avenue; and,

- Lighting (security lighting and building lights) associated with the Vernola Park and Skyview Event Center to the east, lighting from residential uses to the east, and Park and Ride to the south.

Existing glare in the Project's vicinity is primarily from the vehicles traveling along Pats Ranch Road, I-15 and Bellegrave Avenue and the adjacent residential uses.

4.1.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to aesthetics. Additionally, no comments related to aesthetics were received during the public scoping period.

4.1.3 REGULATORY FRAMEWORK

A. General Plan

The City of Jurupa Valley General Plan identifies policies that relate to aesthetic resources within the City. The specific policies outlined in the City's General Plan that are related to aesthetics and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.11, *Land Use and Planning*.

B. Municipal Code

Pursuant to Municipal Code Section 9.235.040, development within the Vernola Ranch Specific Plan shall conform to the development standards, conditions, and any special restrictions contained in the specific plan or to the applicable standards of the zoning classification which most closely fits the land use assigned to the site. Development outside the Specific Plan shall conform to the standards, conditions and restrictions of the underlying zoning district.

4.1.4 METHODOLOGY

The Project site and surrounding areas were reviewed to determine the site's existing conditions and aesthetic features. On October 19, 2022, T&B Planning visited the Project site and took photographs from the public rights-of-way surrounding the site to document the site's current conditions. The Specific Plan (Figure 3.7, *Land Use Plan*), and the overall site grading plan (Figure 3.11) were reviewed. Additionally, the City's General Plan and Municipal Code were evaluated to determine the potential impacts of the proposed Project regarding light, glare, and aesthetics.

4.1.5 BASIS FOR DETERMINING SIGNIFICANCE

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

a. *Have a substantial adverse effect on a scenic vista?*

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

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

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

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

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

c. *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

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

d. *Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan Policy COS 10.1, which requires outdoor lighting to be shielded and prohibits outdoor lighting that:

1. Operates at unnecessary locations, levels, and times.
2. Spills onto areas off-site or to areas not needing or wanting illumination.
3. Produces glare (intense line-of-site contrast).
4. Includes lighting frequencies (colors) that interfere with astronomical viewing.
5. Includes building materials (e.g., exterior materials, windows, etc.) that create glare. (Daytime glare impacts would be considered significant if buildings, signage or thematic elements that incorporate substantial amounts of reflective building materials

were to be developed on the project site in areas that are highly visible to off-site glare-sensitive uses. Nighttime glare impacts would be considered significant if future buildings, signage or thematic elements which incorporate highly reflective building materials were to be developed on the project site in close proximity to both glare sensitive uses and motor vehicle traffic or would be illuminated by high brightness special effects or event lighting associated with the proposed project. Daytime glare-sensitive uses generally include residential areas, freeways, and outdoor activity areas (recreational areas and parks). Uses sensitive to nighttime glare generally include residential uses, some commercial and institutional uses, and wildlife habitat within natural areas.)

4.1.6 IMPACT ANALYSIS

Threshold a:	***Would the Project have a substantial adverse effect on a scenic vista?***
	Under the City's local significance threshold, the project would have significant effects if: The project would substantially block public views of a scenic vista that is visible from a scenic corridor as identified by General Plan Figure 4-23.
	Note: Scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscape. In general, scenic resources include natural areas that are visible to the public and include natural landmarks, hills and mountain peaks, ridgelines, floodplains and stream channels, agricultural fields, mature trees and agricultural windbreaks, riparian woodlands, and other prominent or unusual landscape features. Scenic backdrops include hillsides and ridges that rise above or adjacent to urban or rural areas or highways.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to scenic vistas.

2. Project Design Features (PDFs)

The Project includes the following Project Design Feature (PDF) that serves to reduce the Project's impacts. The PDFs will be included in the Project's Mitigation Monitoring and Reporting Program to ensure implementation of the PDFs.

PDF 4.1-1 Development implementing the Vernola Ranch Specific Plan shall comply with the Permitted Uses and Development Standards set forth in Chapter 4, and the Design Guidelines related to Landscape Design and Architectural Design in Chapters 5 and 6

of the Specific Plan, respectively. Conformity to the Planning Area Standards and Design Guidelines would be addressed by the City's entitlement process for compliance with the Specific Plan's requirements and would serve to reduce and/or avoid impacts relating to aesthetics. Compliance with the Specific Plan's design guidelines would ensure the desired character and provide a consistent level of quality.

B. Impact Analysis

The City's General Plan defines scenic vistas as "points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes." Specifically, the City identifies publicly accessible vantage points of the Santa Ana River, Jurupa Mountains, and the Pedley Hills as scenic vistas (City of Jurupa Valley, 2017a, pp. 1-17-1-19). The Project site is located approximately 1.87-miles north of the Santa Ana River, approximately 2.98 miles southwest of the Jurupa Mountains, and 4.04 miles west of the Pedley Hills. Due to distance from identified scenic vistas, intervening development, and topography, the Project site and the immediately surrounding area do not provide publicly accessible vantage points to view these scenic areas. Further, the Project site is not located near a scenic corridor, as shown on Figure 4-23, Jurupa Valley Scenic Corridors and Roadways, of the City's General Plan. (City of Jurupa Valley, 2017a, pp. 4-47)

As shown in Figure 4.1-1 through Figure 4.1-3, the public rights-of-way surrounding the Project site provide distant and partial views of the Jurupa Mountains (approximately 2.98 miles) to the northeast and San Gabriel Mountains (approximately 12.33 miles) to the north; Norco Hills (approximately 3.6 miles) to the southeast, and Santa Ana Mountains (approximately 9.18 miles) to the south and southwest (Google Earth, 2023). The proposed residential buildings would be a maximum of 35 feet to 37 feet. Although the Project would result in the development of the site with the proposed residential homes and school, due to the orientation and height of the proposed buildings, the on-site structures would not substantially block the partial views to these landforms. The partial views to these natural landforms would still be publicly available from the surrounding rights-of-way following the development of the Project site. As a result, the implementation of the Project does not have the potential to have a substantial adverse effect on scenic vistas and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b:	***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***
	Under the City's local significance threshold, the project would have significant effects if: The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to scenic highways.

2. Project Design Features (PDFs)

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

B. Impact Analysis

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

According to Caltrans' list of designated and eligible routes, and pursuant to the Streets and Highway Code, Sections 260-263, there are no Officially-Designated State scenic highways within the City of Jurupa Valley or in proximity to the Project site (Caltrans, 2022). As previously stated, the nearest Officially Designated State scenic highway is SR-91 located approximately 19.42 miles southwest of the Project site. The nearest eligible scenic highway is SR-71 from SR-91 near Corona to SR-83 located approximately 7.16 miles southwest of the Project site. (Caltrans, 2022)

As the site would not be visible from SR-91 due to distance, intervening development, and topography, the Project does not have the potential to substantially damage any scenic resources, including trees, rock outcroppings, or historic buildings, within a state scenic highway. No impacts would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold c:	***Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan policies or Municipal Code requirements pertaining to scenic quality.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to scenic quality.

2. Project Design Features (PDFs)

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

B. Impact Analysis

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

1. Construction

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

2. Operation

The Project's design, including site layout, architecture, and landscaping is discussed and illustrated in detail in Chapter 4, and the Design Guidelines related to Landscape Design and Architectural Design in Chapters 5 and 6 of the Specific Plan. Future development accommodated by the Specific Plan would be required to comply with the Specific Plan's design guidelines which to express the desired character of the Specific Plan, ensure a consistent level of quality, accommodate emerging architectural and product trends, and support green building practices. Accordingly, through implementation of the Specific Plan Planning Area Standards and Design Guidelines, the design and appearance of the Project would ensure that the development on the Project site is aesthetically pleasing and would not substantially degrade the existing visual character of the Project site and its surroundings from public views and impacts would be less than significant. Below is an analysis of the Project's consistency with applicable regulations related to scenic quality.

City of Jurupa Valley General Plan

As presented in Subsection 4.11, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Refer to Table 4.11-1 in Section 4.11, *Land Use and Planning*, of this EIR for the consistency analysis for the General Plan goals and policies that relate to project design, visual character, and scenic quality.

City of Jurupa Valley Municipal Code

The Specific Plan is a planning document to guide development; it does not propose specific development projects. Future development of the Specific Plan will occur through the processing of a variety of implementing projects, including, but not limited to tract maps, parcel maps, grading plans, site development permits, conditional use permits, tenant improvements, and sign permits. Future development projects shall be submitted to the City of Jurupa Valley Community Development Department for review and processing. As stated under PDF 4.1-1, Development implementing the Vernola Ranch Specific Plan shall comply with the Permitted Uses and Development Standards set forth in Chapter 4, and the Design Guidelines related to Landscape Design and Architectural Design in Chapters 5 and 6 of the Specific Plan, respectively. The City's Community Development Department shall review all plans for consistency with the applicable zoning and other regulations

governing scenic quality. With implementation of these regulations, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

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

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with General Plan Policy COS 10.1, which requires outdoor lighting to be shielded and prohibits outdoor lighting that:

1. ***Operates at unnecessary locations, levels, and times.***
2. ***Spills onto areas off-site or to areas not needing or wanting illumination.***
3. ***Produces glare (intense line-of-site contrast).***
4. ***Includes lighting frequencies (colors) that interfere with astronomical viewing.***
5. ***Includes building materials (e.g., exterior materials, windows, etc.) that create glare. (Daytime glare impacts would be considered significant if buildings, signage or thematic elements that incorporate substantial amounts of reflective building materials were to be developed on the project site in areas that are highly visible to off-site glare-sensitive uses. Nighttime glare impacts would be considered significant if future buildings, signage or thematic elements which incorporate highly reflective building materials were to be developed on the project site in close proximity to both glare sensitive uses and motor vehicle traffic or would be illuminated by high brightness special effects or event lighting associated with the proposed project. Daytime glare-sensitive uses generally include residential areas, freeways, and outdoor activity areas (recreational areas and parks). Uses sensitive to nighttime glare generally include residential uses, some commercial and institutional uses, and wildlife habitat within natural areas.)***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.1-1 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.

2. Project Design Features (PDFs)

PDF 4.1-1 (listed under Threshold a) applies to the Project and would reduce impacts relating to light and glare. This requirement is included in the Project's MMRP to ensure compliance.

B. Impact Analysis

Under existing conditions, the Project site is a corn field and does not produce substantial light or glare; therefore, implementation of the Project would result in an increase in ambient light generation, primarily associated with building lights, streetlights, and security/parking lot lighting. Implementation of the Project would introduce new sources of light on the Project site that may affect the nighttime sky. Lighting will be installed on buildings and along streets, parking areas, and pedestrian walkways for the security and safety of future residents and visitors. As discussed in Section 3.0, *Project Description*, all outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. Consistent with General Plan Policy COS 10.1, all exterior lights will be shielded and focused to minimize spill light into the night sky or adjacent properties. The level of on-site lighting as well as lighting fixtures shall comply with any and all applicable requirements and policies of the City of Jurupa Valley, including General Plan Policy COS 10.1.

Additionally, development within the 153-acre Specific Plan Area would be required to comply with the Planning Area Standards and Design Guidelines established in the Vernola Ranch Specific Plan (refer to PDF 1-1). The Design Guidelines contain standards related to architecture to provide specific guidance for future development. None of the Project's proposed building materials would consist of large expanses of reflective materials, except for proposed windows, which would not be mirrored and would have low potential glare characteristics. Compliance with the Vernola Ranch Specific Plan Planning Area Standards and Design Guidelines, the City's Municipal Code, and PPP 4.1-1 would ensure that all lighting and building design elements proposed by the Project are designed to prevent the creation of substantial light or glare that could affect day or nighttime views in the area. Therefore, implementation of the Project would not create a new source of substantial light or glare in the area and, as such, the Project's impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.1.7 CUMULATIVE IMPACT ANALYSIS

As discussed under Threshold a, the City's General Plan specifies the Pedley Hills, Jurupa Mountains, the Santa Ana River as scenic resources and publicly accessible vantage points that provide views of these scenic resources are considered scenic vistas. Due to the site's distance, intervening development,

and topography relative to these scenic resources, the development of the Project site with the proposed industrial uses would not block public views of the Pedley Hills, Jurupa Mountains, the Santa Ana River. All the reasonably foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located a considerable distance from the Project site and would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. Therefore, the Project's impacts to scenic vistas are less than cumulatively considerable.

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

As discussed under Threshold c, the Project site is in an urbanized area that is developed with residential and commercial uses. Therefore, the Project would not result in direct impacts related to conflicting with applicable zoning and other regulations governing scenic quality. The Project would be required to comply with the Permitted Uses and Development Standards set forth in Chapter 4, and the Design Guidelines related to Landscape Design and Architectural Design in Chapters 5 and 6 under the Vernola Ranch Specific Plan, which contains standards related to architecture, landscaping, walls/fences, and other elements of the physical environment. All the reasonably foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located a considerable distance from the Project site and would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. Therefore, the Project has no potential to contribute to a cumulatively significant impact associated with degradation of visual character and/or quality.

As discussed under Threshold d, the Project incorporates Planning Area Standards and Design Guidelines for exterior lighting and would be required to comply with the regulations of the City of Jurupa Valley Municipal Code. Additionally, there are no projects in the immediate Project vicinity that would cumulatively increase light pollution to a substantial level. Other development projects in the region also would be subject to the same or similar lighting standards. Additionally, proposed development projects in the area also would be evaluated for the potential to create a new substantial source of glare. Accordingly, the Project would result in a less-than-cumulatively considerable impact concerning light/glare impacts to daytime or nighttime views in the Project area.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The following analysis in this section is based primarily on information obtained from the California Department of Conservation (DOC) Farmland Mapping & Monitoring Program (FMMP) (DOC, 2018), and City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.2.1 EXISTING CONDITIONS

A. Agricultural Resources

1. Regional Agricultural Setting

According to the Riverside County Agricultural Commissioner's Office, in a document entitled, "Riverside County Agricultural Production Report 2018" the top three categories of agricultural resources cultivated in Riverside County (by value) are nursery stock, milk, and table grapes (RCACO, 2018, p. 2). In 2018, the total gross value of agricultural production in Riverside County was approximately $1.30 billion, which represents a 6.3% increase from 2017 when total values slightly exceeded $1.22 billion. In terms of dollar value, agriculture is reported as the largest industry in Riverside County (RCACO, 2018, p. 1).

The Department of Conservation reports that agricultural lands face continuing pressure from urbanization and rising production costs. The DOC's "California Farmland Conversion Report, 2014-2016" summarizes land use conversion between 2014 and 2016 (the most recent years for which information has been reported by the DOC), and states that Riverside County as a whole experienced a net loss of 3,635 acres of "Important Farmland" between 2014 and 2016, representing a decline of 0.86% from a total of 423,470 acres inventoried in 2014 (CDC, 2016a, Table A-25). "Important Farmlands" include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance. (DOC, n.d.)

2. Historic and Existing Site Conditions

The Project site has been utilized for agriculture since at least 1953. The Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain, and associated structures were first observed in 1985. The majority of the Project site consists of plowed land, with earthen berms and scattered trees along the extreme edges of the site. (GeoTek, 2021b) A natural gas line compound structure is located in the north-central portion of the site. The natural gas line extends from the northeast corner of the Project site, near Bellegrave Avenue and Pats Ranch Road, to the compound structure ending at a second gas riser. A water line is located in the same trench and extends south to the southern portions of the Project site. (Subsurface Survey, 2021)

3. Agricultural Land Classifications

According to the California Department of Conservation (CDC) Important Farmland Finder Map (see Figure 4.2-1, *FMMP Farmlands Map*), the majority of the Project site (175.6 acres) consists of "Prime

Farmland", 6.7 acres of "Unique Farmland", 4.8 acres of "Urban and Built-Up Land" and 13.6 acres of "Other Land", which is defined as land not included in any other mapping category. (DOC, 2018)

4. Williamson Act Land Preserves and Agricultural Reserves

Agricultural preserves are the result of Riverside County's participation in the California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act, CA Gov. Code § 51200, et seq. This program allows owners of agricultural land to have their properties assessed for tax purposes on the basis of agricultural production rather than current market value. The main purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. According to Riverside County Map My County website, the Project site is not under a Williamson Act Contract (RCIT, 2020).

B. Forestry Resources

No forestry resources are located on the Project site or in the immediate vicinity of the Project site (Google Earth Pro, 2021). The Project site is not zoned for forestry uses. According to the City's General Plan Program EIR, there are no properties within the City that are zoned for forest land, timberland, or timberland production (City of Jurupa Valley, 2017b). None of the on-site vegetation is associated with forest land. As such, there are no forestry resources within the Project site.

4.2.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. One comment was made by the DOC Division of Land Resource Protection on January 10, 2023. The Division of Land Resource Protection recommends further discussion on the type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project; impacts on any current and future agricultural operations in the vicinity; incremental impacts leading to cumulative impacts on agricultural land; and proposed mitigation measures for all impacted agricultural lands within the proposed project area.



Source(s): CDC (2021), Esri, NearMap Imagery (2022)

Figure 4.2-1

0 250 500 1,000 Feet

FMMP Farmlands Map

4.2.3 REGULATORY FRAMEWORK

The following is a brief description of the state and local environmental laws and related regulations governing the protection of agricultural and forest resources.

A. State Regulations

1. California Land Conservation Act (CLCA)

The California Land Conservation Act (CLCA) of 1965, also known as the Williamson Act (CA Gov. Code § 51200, et seq.), enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Pursuant to California Government Code § 51230, counties and cities may establish Agricultural Preserves, which define boundaries of those areas within which the city or county will be willing to enter into contracts pursuant to the CLCA. Contracts pursuant to the CLCA are only allowed for areas within established Agricultural Preserves. Agricultural Preserves generally must be at least 100 acres in size; however, a city or county may allow for lesser acreage if a finding is made that the characteristics of the agricultural enterprises in the area are unique and that the establishment of preserves of less than 100 acres is consistent with the general plan of the county or city. Once established, land uses within an Agricultural Preserve must be agricultural in nature, or other such uses that are not incompatible with agricultural uses. For lands within Agricultural Preserves, individual land owners may enter into a Contract with a county or city, which would provide for the exclusion of uses other than agricultural, and other than those compatible with agricultural uses, for the duration of the Contract, even if the land is sold to a new owner. In return for entering into a Contract, the landowner is granted preferential taxes that are based upon agricultural and related land uses rather than fair market value. Contracts may start a wind-down and termination process at the option of the landowner or local government by initiating the process of term nonrenewal. Under this process, the remaining contract term (nine years in the case of an original term of ten years) is allowed to lapse, with the contract null and void at the end of the term. During the nonrenewal process, the annual tax assessment continually increases each year until it is equivalent to current tax rates at the end of the nonrenewal period. Under a set of specifically defined circumstances, a Contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of a fee by the landowner equal to 12.5 percent of the full market value of the property in question. (DOC, 2019; CA Legislative Info, n.d.)

2. Farmland Mapping and Monitoring Program (FMMP)

The goal of the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) is to provide consistent, timely, and accurate data to decision makers for use in planning for the present and future of California's agricultural land resources. To meet this goal, FMMP's objective is to provide maps and statistical data to the public, academia, and local, state, and federal governments to assist them in making informed decisions for the best utilization of California's farmland. The FMMP was established in 1982 in response to what was by then a critical need for data on the nature,

location, and extent of farmland, grazing land, and urban built-up areas in the State. Government Code § 65570 mandates FMMP to biennially report to the Legislature on the conversion of farmland and grazing land, and to provide maps and data to local government and the public. The FMMP was also directed to prepare and maintain an automated map and database system to record and report changes in the use of agricultural lands. It was the intent of the Legislature and a broad coalition of building, business, government, and conservation interests that FMMP be non-regulatory, and provide a consistent and impartial analysis of agricultural land use and change in California. With this in mind, FMMP provides basic data from which observations and analyses can be made in the land use planning process. (DOC, 2004, p. 3)

Pursuant to the FMMP, all lands within California are classified into one of seven map categories. The minimum mapping unit is generally 10 acres, except as otherwise noted (DOC, 2004, p. 6). Provided below is a description of the various map categories established by the FMMP:

- **Prime Farmland (P)**: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **Farmland of Statewide Importance (S)**: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **Unique Farmland (U)**: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- **Farmland of Local Importance (L)**: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

- **Grazing Land (G)**: Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

- **Urban and Built-Up Land (D)**: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and

other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land (X)**: Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

As stated above, the Project site consists of 175.6 acres of "Prime Farmland," 6.7 acres of "Unique Farmland," 4.8 acres of "Urban and Built-Up Land" and 13.6 acres of "Other Land." (DOC, 2018) FMMP Important Farmland Maps are derived from the U.S. Department of Agriculture, Natural Resources Conservation Service soil survey maps using Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production, which included physical and chemical characteristics of soils, as well as specified land use characteristics. (CDC, 2004, p. 5)

B. Local Regulations

1. City of Jurupa Valley General Plan

The General Plan policies that are related to agricultural resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.11, *Land Use and Planning*, of this EIR.

4.2.4 Basis for Determining Significance

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

a) 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;

Screening Criteria: If the project is not designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

Screening Criteria: If the project is not located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

If the project is not under Williamson Act contract, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

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

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));

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

d) Result in the loss of forest land or conversion of forest land to non-forest use;

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

e) 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;

Significance Criteria: The project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, Farmland in Jurupa Valley (or by the Farmland Maps maintained by the California Department of Conservation) **and** the project is inconsistent with General Plan Policy COS 4.2 Agricultural Conversion which states "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."

4.2.5 IMPACT ANALYSIS

Threshold a:	***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***
	Under the City's local significance threshold, the project would have significant effects if: the Project is identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley and the project will convert such land to non-agricultural use.
Threshold e:	***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***
	Significance Criteria: The project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, Farmland in Jurupa Valley (or by the Farmland Maps maintained by the California Department of Conservation) and the project is inconsistent with General Plan Policy COS 4.2 Agricultural Conversion which states "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."

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

1. Plans, Policies, and Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of agricultural resources.

B. Impact Analysis

As shown in Figure 4.2-1, the Project site consists of 175.6 acres of "Prime Farmland", 6.7 acres of "Unique Farmland", 4.8 acres of "Urban and Built-Up Land" and 13.6 acres of "Other Land. As previously indicated, between 2014 and 2016, Riverside County had a decline in "Important Farmlands" of approximately 0.86%. Important Farmlands" include Prime Farmland, Statewide Important Farmland, Unique Farmland, and Farmland of Local Importance. The Project would contribute towards the loss of "Important Farmland" within Riverside County because agricultural production on site would be permanently precluded with implementation of the proposed Project. Within the City, the loss of "Important Farmland" would be 182.3 acres.

The City's General Plan EIR concluded that the loss of agricultural resources in the City would be significant and unavoidable. The eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes, although conversion of individual properties is a policy decision of the City based on community needs and benefits. As land that currently supports or could support agriculture is developed, there will be less and less agricultural activity in the City. The City's General Plan reflects the community's desire that agriculture remain viable and active as long as it is economically practical and local landowners wish to farm. The General Plan clearly states one of its goals is to provide a transitional process away from agriculture toward rural and suburban land uses. This transition or loss is anticipated in the City's General Plan, and is an inevitable result of achieving other General Plan goals for Jurupa Valley. (City of Jurupa Valley, 2017b)

Although the Project Site is classified as "Important Farmland," it was the City's intent to allow future development of non-agricultural land by designating it as Medium Density Residential, Business Park, and Commercial Retail. Nonetheless, The loss of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" represent a significant impact of the proposed Project.

Forest land is not present on the Project site or in the immediate vicinity of the Project site. Therefore, the Project has no potential to result in the conversion of forest land to non-forest use, and no impact would occur.

C. Significance Before Mitigation

Potentially Significant.

D. Mitigation Measures

There are no feasible mitigation measures for impacts associated with converting Farmland to non-agricultural use.

On-site mitigation would not be feasible, as development of the Project site with residential uses cannot co-exist with agricultural uses, and restricting a small portion of the land for agricultural uses would not be economically feasible for agricultural operations. Additionally, the Project site is identified as one of the sites within the City's Housing Element under the I-15 Corridor Specific Plan. The Housing Element anticipated that a total of 508 dwelling units will be developed on the Project site. Further, it would not be economically viable for the Project Applicant to reserve all or a portion of the Project site for agricultural uses, as reservation of the land would negatively affect the Project Applicant's rate of return on its investment.

Off-site mitigation also would not be feasible. Available agricultural land within the general Project area is subject to the identical market conditions and challenges that other agricultural operations have faced before making the decision to cease operating or relocate; namely, market pressures related to urbanization, increasing expenses, and declining profitability. According to the California Department of Conservation (CDC) Important Farmland Finder Map, there are a total of 76.1 acres of Prime Farmland and 88.6 acres of Farmland of Local Importance, approximately 0.83 mile to the north of the

Project site. As discussed in the General Plan EIR, as development in the City continues, the eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes. As land that currently supports or could support agriculture is developed, there will be less and less agricultural activity in the City. The Project site is currently designated Business Park (BP), Commercial Retail (CR), and Medium Density Residential (MDR) in the City's General Plan and would not result in any land use conflicts. Therefore, off-site mitigation would be economically infeasible, or would be precluded due to the unavailability of appropriate mitigation land. Case law supports the finding that a Lead Agency need not require mitigation where the EIR noted the long-term trend in agricultural land conversion due to development pressures in the region and concluded that mitigation was not feasible. See *Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4th 1261, and *Cherry Valley Pass Acres and Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316. Accordingly, feasible mitigation is not available to reduce impacts associated with the conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use.

E. Significance of Impacts After Mitigation

Feasible mitigation measures are not available for the Project's conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use. Although it may be possible in some circumstances for impacts to agricultural land to be partially mitigated through the acquisition of off-site properties and placing such properties into permanent agricultural easements (i.e., compensatory mitigation), in this case such compensatory mitigation does not meet any of the definitions of mitigation as provided by State CEQA Guidelines § 15370. Specifically, off-site mitigation would not result in an avoidance of the impact by limiting the Project's scope (§ 15370[a]) and would not minimize impacts to agriculturally zoned property "by limiting the degree or magnitude of the Project and its implementation" (§ 15370[b]). Placing existing off-site agricultural lands into a conservation easement also would not rectify the Project's impacts to agriculturally zoned land by "repairing, rehabilitating, or restoring the impacted environment" (§ 15370[c]), given that such a conservation easement would encompass lands that already are suitable for, if not actively being used for, agricultural production. Such mitigation also would not meet the definition of State CEQA Guidelines § 15370(d) by "reducing or eliminating the impact over time by preservation and maintenance operations during the life" of the Project. Finally, because no new agricultural lands would be created, off-site agricultural easements would not result in the replacement or establishment of "substitute resources or environments" (§ 15370[e]). Therefore, the City finds that off-site mitigation for land containing important agricultural resources is not a viable form of mitigation pursuant to State CEQA Guidelines § 15370 (See also the discussion above regarding the infeasibility of off-site mitigation).

Accordingly, a direct and cumulatively-considerable impact due to the conversion of Farmland to non-agricultural use would occur for which no feasible mitigation is available. Thus, impacts due to the conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use would be significant and unavoidable.

Threshold b:	***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone and the project proposes a use inconsistent with the permitted or conditionally permitted uses in these zones; and/or the project is under an existing Williamson Act Contract pursuant to the California Land Conservation Act of 1965 and implemented by Riverside County Ordinance No. 509 and a Notice of Cancellation, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.***

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

1. Plans, Policies, and Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of agricultural resources.

B. Impact Analysis

The current Zoning Classification for the project site within the I-15 Corridor Specific Plan (SP No. 266) is One- (1) Family Dwellings (R-1) (Planning Areas 10 & 13), Commercial (C) (Planning Areas 11 & 12), School (S) (Planning Area 15), and Industrial Park (I-P) (Planning Area 20).

The Project is not located within the A-P (Light Agriculture with Poultry), A-2 (Heavy Agriculture), or the A-D (Agriculture Dairy) zones. The zone change would amend the on-site zoning from R-1, S, and I-P to Specific Plan (SP) for the new Vernola Ranch SP. Neither R-1, S, I-P or the Specific Plan zone are considered primary agricultural zones. As such, the Project would not conflict with existing zoning for agricultural use. Furthermore, as indicated on the Riverside County Map My County website, the Project site is not under a Williamson Act Contract (RCIT, 2020). As such, there is no impact.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

No Impact.

Threshold c:	***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***
	Under the City's local significance threshold, the project would have significant effects if: N/A. There is no land within Jurupa Valley that meets the criteria to be classified as "forest land" or "timberland."

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

1. Plans, Policies, and Programs (PPPs)

No PPPs are applicable to the Project related to forest land or timberland production.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of forest land or timberland production.

B. Impact Analysis

The current Zoning Classification for the project site within the I-15 Corridor Specific Plan (SP No. 266) is One- (1) Family Dwellings (R-1) (Planning Areas 10 & 13), Commercial (C) (Planning Areas 11 & 12), School (S) (Planning Area 15), and Industrial Park (I-P) (Planning Area 20). The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the Project site. Because no lands on the Project site are zoned for forestland or timberland, the Project has no potential to impact such zoning. No impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

No Impact.

Threshold d:	***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*** ***Under the City's local significance threshold, the project would have significant effects if: N/A. There is no land within Jurupa Valley that meets the criteria to be classified as "forest land".***

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

1. Plans, Policies, and Programs (PPPs)

No PPPs are applicable to the Project related to forest land.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of forest land.

B. Impact Analysis

The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the General Plan. Because forest land is not present on the Project site or in the immediate vicinity of the Project site, the Project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

No Impact.

4.2.6 CUMULATIVE IMPACT ANALYSIS

The cumulative study area for the evaluation of potential impacts to agriculture and forestry resources includes other development projects and planned development in the City. Lands within the City generally exhibit similar climate, geologic, and soil characteristics, and agricultural production is evaluated by the City and the State of California. Additionally, agricultural lands throughout the City are subject to future development that would preclude agricultural uses, based on the various land use designations applied to lands throughout by the City's General Plan.

As discussed under Thresholds a and b., the Project site contains Farmland as defined by State CEQA Guidelines Appendix G Section II(a), which would be converted to non-agricultural land use.

Specifically, the Project would result in the permanent conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use. Other lands within the City that are designated by the City's General Plan for urban development or that may be proposed in the future for urban development (i.e., as part of future General Plan Amendments) also could result in the conversion of Farmland to non-agricultural use. The Project and other cumulative developments would contribute to the on-going loss of "Important Farmlands" within the City. Accordingly, Project impacts to Farmland would be cumulatively considerable and significant and unavoidable.

The current Zoning Classification for the project site within the I-15 Corridor Specific Plan (SP No. 266) is One- (1) Family Dwellings (R-1) (Planning Areas 10 & 13), Commercial (C) (Planning Areas 11 & 12), School (S) (Planning Area 15), and Industrial Park (I-P) (Planning Area 20). The zone change would amend the on-site zoning from R-1, S, and I-P to Specific Plan (SP) for the new Vernola Ranch SP. Neither R-1, I-P or the Specific Plan zone are considered primary agricultural zones. As such, the Project would not conflict with existing zoning for agricultural use, and cumulatively-considerable impacts would not occur. Additionally, the Project is not subject to a Williamson Act Contract.

The Project site and surrounding areas are not zoned for forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g)). As such, the Project has no potential to conflict with such zoning, and no cumulatively-considerable impacts would occur. In addition, the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use, and no cumulatively-considerable impacts due to the loss or conversion of forest land would occur. Furthermore, there are no components of the proposed Project that could result in the conversion of forest land to non-forest use, as there are no lands used for forest land uses; thus, no cumulatively-considerable impacts would occur.

4.3 AIR QUALITY

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality, Greenhouse Gas, and Energy Impact Analysis*, which was prepared by Albert A. Webb Associates (Webb), dated October 2023, and is included as *Technical Appendix B* to this EIR (Webb, 2023a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.3.1 EXISTING CONDITIONS

A. Physical Setting

The Project site is located within the City of Jurupa Valley in western Riverside County within the South Coast Air Basin (Basin), under the jurisdiction of the South Coast Air Quality Management District (AQMD). The Basin consists of Orange County, together with the coastal and mountain portions of Los Angeles, Riverside, and San Bernardino counties. Regional and local air quality within the Basin is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude; however, at some elevations, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants.

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone formed under reactions with sunlight.

B. Regional Climate

Terrain and geographical location determine climate in the Basin. The Project site lies within the terrain south of the San Gabriel and San Bernardino Mountains and is located between the San Gorgonio, San Jacinto, and Santa Ana Mountains. The climate in the Basin is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn into hazy afternoon sunshine.

The following includes factors that govern micro-climate differences among inland locations within the Basin: 1) the distance of the mean air trajectory from the site to the ocean; 2) the site elevation; 3) the existence of any intervening terrain that may affect airflow or moisture content; and 4) the proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean

have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the Basin have greater levels of precipitation, cooler summer afternoons and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns.

The Project site is located within the City of Jurupa Valley which is bounded by the Jurupa Mountains and Pedley hills within the center area of the Basin.

1. Precipitation and Temperature

Annual average temperatures in the Basin are typically in the low to mid-60s (degrees Fahrenheit, or °F). Temperatures above 100 °F are recorded for all portions of the basin during the summer months.

The Western Regional Climate Center (WRCC) maintains monitoring stations and historical climate information for the western United States. The closest cooperative climatological station to Jurupa Valley is in Riverside, the Riverside Fire Station 3 Cooperative station (ID No.047470), approximately 9.3 miles southeast. Climatological data from this station spanning from 1981-2010 shows an annual average temperature of 66.6° F, with December as the coldest month (mean daily minimum temperatures of 41.6° F) and August as the warmest month of the year (mean daily maximum temperatures of 95.7° F).

The rainy season in the basin is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern basin. Rainfall averages vary over the basin. For example, the City of Riverside averages 9 inches of rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the basin, with the most frequent occurrences of rainfall near the coast.

Over this same period of time, the climatological data from the Riverside Fire Station 3 Cooperative station shows an annual average precipitation of 9.89 inches. Approximately eighty-two percent of the annual rainfall occurs during the November to March rain season. The highest monthly average rainfall occurs during February. However, year to year patterns in rainfall are unpredictable due to fluctuations in the weather.

2. Winds

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while this pattern usually reverses in the evenings, flowing from the inland areas to the ocean. Air stagnation may occur during the early evening and early morning due to periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. Locally, the prevailing wind is generally from west to east.

C. Criteria Pollutants

Air pollutants are classified as either primary or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2) and nitric oxide (NO)—collectively known as oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulates (PM_{10} and $PM_{2.5}$) and various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic gases (ROG). The predominant source of air emissions generated by the Project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_X, and VOC/ROG/HC (Volatile Organic Compounds/Reactive Organic Gases/Hydrocarbons).

Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O_3), which is one of the products formed when NO_X reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the Basin.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Six "criteria" air pollutants were identified using specific medical evidence available at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, particulates less than 10 microns in size, and sulfur dioxide. The following is a further discussion of the criteria pollutants, as well as volatile organic compounds.

- **Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC)** - It should be noted that there are no State or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated; however, a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

- **Oxides of Nitrogen (NO_X)** – Those that are important in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. NO_2 is a reddish brown gas formed by the combination of NO with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well

as ships, railroads, and aircraft are the primary sources of NO_X. NO_2 at atmospheric concentrations is a potential irritant that can cause coughing in healthy people; can alter respiratory responsiveness and pulmonary functions in people with preexisting respiratory illness; and potentially lead to increased levels of respiratory illness in children.

- **Carbon Monoxide (CO)** – A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing substances. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants. Automobiles are the major source of CO in the Basin, although various industrial processes also emit CO through incomplete combustion of fuels. In high concentrations, CO can cause serious health problems in humans by limiting the red blood cells' ability to carry oxygen.

- **Sulfur Dioxide (SO_2)/Oxides of Sulfur (SO_X)** – A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 can result in temporary breathing impairment in asthmatic children and adults engaged in active outdoor activities. When combined with particulate matter, SO_2 can cause symptoms such as shortness of breath and wheezing; and, with long-term exposure, it can lead to the exacerbation of existing cardiovascular disease and respiratory illnesses. Although SO_2 concentrations have been reduced to levels well below State and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and particulate matter less than 10 microns in diameter.

- **Atmospheric Particulate Matter (PM_{10}, $PM_{2.5}$)** – Made up of fine solid and liquid particles, such as soot, dust, aerosols, fumes, and mists. PM-10 consists of particulate matter that is 10 microns or less in diameter, and $PM_{2.5}$ consists of particulate matter of 2.5 microns or less in size. Both PM_{10} and $PM_{2.5}$ can be inhaled into the deepest part of the lung, attributing to health effects. The presence of these fine particles by themselves cause lung damage and interfere with the body's ability to clear its respiratory tract. Said particles can also act as a carrier of other toxic substances.

D. Modeled Air Quality

The Project area is located within South Coast AQMD Source Receptor Area (SRA) 23. The most recent published data for SRA 23 is Table 4.3-1, *Source Receptor Area 23, Air Quality Monitoring Summary – 2019–2021*. This data indicates that the baseline air quality conditions in the Project area include occasional events of unhealthy air. However, the frequency of smog alerts has dropped significantly in the last decade. Atmospheric concentrations of ozone and particulate matter are the two most significant air quality concerns in the Project area. Locally, no second stage alert (0.35 ppm/hour) has been called by South Coast AQMD in over thirty years. In fact, the last second stage alert was in Upland in 1988.

Table 4.3-1 Source Receptor Area 23, Air Quality Monitoring Summary – 2019–2021

	Pollutant/Standard	Monitoring Years		
		2019	2020	2021
No. Days Exceeded	Ozone (O_3):			
	California Standard:			
	1-Hour - 0.09 ppm	26	51	20
	8-Hour - 0.07 ppm	64	89	59
	Federal Primary Standards:			
	8-Hour - 0.070 ppm	64	89	53
	Max 1-Hour Conc. (ppm)	0.131	0.140	0.116
	Max 8-Hour Conc. (ppm)	0.099	0.117	0.094
No. Days Exceeded	Carbon Monoxide (CO):			
	California Standard:			
	1-Hour - 20 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Federal Primary Standards:			
	1-Hour - 35 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Max 1-Hour Conc. (ppm)	2.0	1.8	2.0
	Max 8-Hour Conc. (ppm)	1.3	1.5	1.6
Days Exceeded	Nitrogen Dioxide (NO_2):			
	California Standard:			
	1-Hour - 0.18 ppm (180 ppb)	0	0	0
	Federal Standard:			
	Annual Arithmetic Mean (53.4 ppb)	12.2	12.3	11.7
	Max. 1-Hour Conc. (ppb)	56.0	58.1	53.3
No. Days Exceeded	Sulfur Dioxide (SO_2)[a]:			
	California Standards:			
	1-Hour – 0.25 ppm (250 ppb)	0	0	0
	Federal Primary Standards:			
	1-Hour – 0.075 ppm (75 ppb)	0	0	0
	Max. 1-Hour Conc. (ppb)	1.8	2.2	2.1
No. Days Exceeded	Suspended Particulates (PM_{10}):			
	California Standards:			
	24-Hour - 50 µg/m^3	130	154	170
	Federal Primary Standards:			
	24-Hour – 150 µg/m^3	0	0	0
	Annual Arithmetic Mean (µg/m^3)	43.1	52.2	49.6
	Max. 24-Hour Conc. (µg/m^3)	143	124	132
No. Days Exceeded	Fine Particulates ($PM_{2.5}$) :			
	Federal Primary Standards:			
	24-Hour – 35µg/m^3	9	5	13
	Federal/State Annual Arithmetic Mean (12 µg/m^3)	12.53	14.03	14.28
	Max. 24-Hour Conc. (µg/m^3)	46.7	38.7	77.6

Notes: -- indicates no data available; ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms/cubic meter

[a] Metro Riverside County 1 air monitoring station (SRA 23) data summaries used because this pollutant not monitored for SRA 23 Metro Monitoring County 3

Source: (Webb, 2023a, Table 2)

E. Attainment Status

The USEPA has established national ambient air quality standards (NAAQS) for the six criteria pollutants described above to protect human health with an adequate margin of safety. Likewise, the California EPA (CalEPA) has developed statewide standards for each of the criteria pollutants. If the concentration of one or more criteria pollutants within a geographic area is found to exceed the established statewide or NAAQS threshold level for one of the criteria pollutants, the area is considered to be in nonattainment for that pollutant.

The Project site is located within a portion of the Basin that is designated as nonattainment for PM_{10} by the State, as well as nonattainment for ozone, and $PM_{2.5}$ under both the State and federal standards (see Table 4.3-2, *Attainment Status*). As a result, South Coast AQMD is required to develop an Air Quality Management Plan (AQMP) for the Basin to bring the area into attainment for all criteria pollutants.

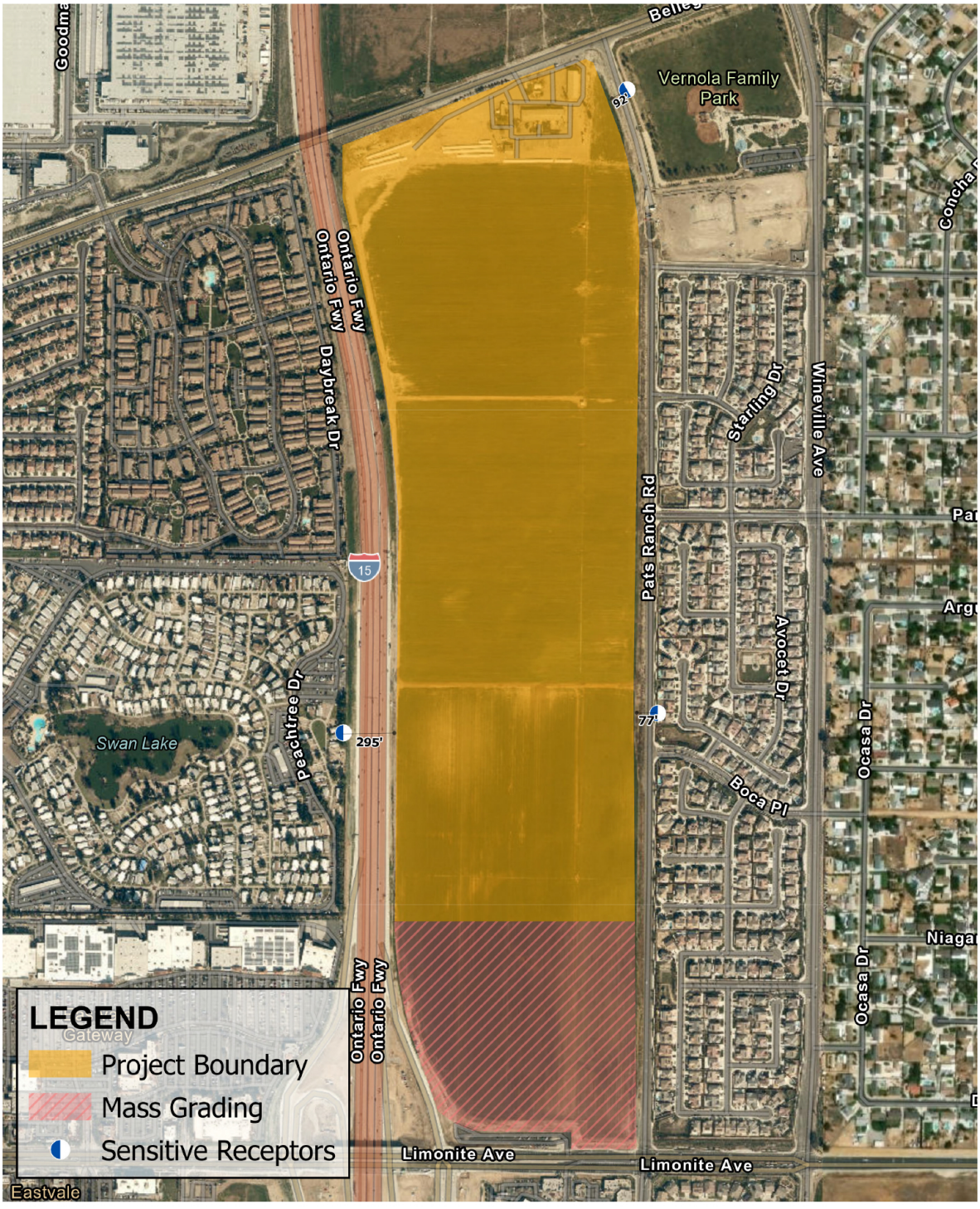
Table 4.3-2 Attainment Status

Criteria Air Pollutant	Attainment Designation	
	State	Federal
1-Hour Ozone	Nonattainment	Nonattainment (Extreme)
8-Hour Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide (1-Hour and 8-Hour)	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Unclassifiable/Attainment
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment (Serious)

Source: Table 2-3, National Ambient Air Quality Standards (NAAQS)—Attainment Status South Coast Basin and Table 2-5, California Ambient Air Quality Standards (CAAQS) Attainment Status South Coast Air Basin and Coachella Valley Portion of Salton Sea Air Basin, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16
Source: (Webb, 2023a, Table 3)

F. Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the South Coast AQMD, may include children, the elderly, athletes, and people who are sick. Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes. As shown in Figure 4.3-1, *Sensitive Receptors*, the closest existing sensitive receptors to the Project site are residences adjacent to the east portion of the site (approximately 77 feet).



Source(s): Albert A. Webb & Associates (October 2023)

Figure 4.3-1

Not to Scale

Sensitive Receptors

4.3.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to air quality.

One comment related to air quality from the South Coast AQMD was received on January 12, 2023. South Coast AQMD requested: that the air quality analysis for the Project use the guidance and methods of the South Coast AQMD's CEQA Air Quality Handbook and website, the EIR to identify any potential adverse air quality impacts that could occur from all phases of the proposed Project, to include a mobile source health risk assessment if the Project generates long-term diesel emissions, and to provide mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality.

4.3.3 REGULATORY FRAMEWORK

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

A. Federal Regulations

1. Federal Clean Air Act

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

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

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

evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2017b)

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

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

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

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

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

B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain State ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards

(CAAQS), by the earliest practical date. The California Air Resources Board (CARB) established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources.

2. Air Quality Management Planning

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

3. California Air Resources Board

CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act (CCAA), meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as non-attainment. CARB is also responsible for setting emission standards for vehicles sold in California and for other emissions-sources including consumer goods and off-road equipment. In general, these vehicle emissions standards are more restrictive than those established at the federal level. CARB also established passenger vehicle fuel specifications, that became effective in March 1996.

With regard to the Community Air Protection Program (CAPP) (AB 617), each year CARB's governing board (Board) is required to consider selecting communities for participation in the CAPP. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. Over the first four years of the Program, the Board selected 17 communities where these focused actions are underway.

The City of Jurupa Valley is not one of the selected communities, and to date has not been nominated to participate in the CAPP. California also regulates toxic air contaminants (TACs) through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (H&SC Sections 39660, et seq.) and Part 6 Air Toxics "Hot Spots" Information and Assessment (H&SC Sections 44300, et seq.). The CARB, working in conjunction with the OEHHA, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant below a specific threshold based on its effects on health, or to the lowest concentration achievable through use of best available control technology for toxics (T-BACT). The program is administered by the CARB. Air quality control agencies, including the South Coast AQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by the CARB.

4. California Energy Code (California Code of Regulations, Title 24)

Energy Conservation Standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 (Title 24 CCR Part 6 [CCR]). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2012 Appliance Efficiency Regulations (Title 20 CCR §1601-1608) dated October 2012, were adopted by the California Energy Commission on January 12, 2012, and were effective as of February 1, 2013. The regulations include standards for both federally-regulated appliances and non-federally regulated appliances.

The 2019 Building Energy Efficiency Standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards will reduce energy use by seven and 30 percent for residential and non-residential buildings, respectively. In December 2021, the 2022 Building Energy Efficiency Standards were approved and encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The 2022 standards took effect January 1, 2023.

C. Regional Policies

1. South Coast Air Quality Management District

The 1977 Lewis Air Quality Management Act merged four air pollution control district to create the South Coast AQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The South Coast AQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The South Coast AQMD monitors air quality over its jurisdiction of 10,743 square miles, including the Basin, which covers an area of 6,745 square miles. The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino counties. The South Coast AQMD also regulates the County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The South Coast AQMD has developed a variety of plans and rules aiming to improve air quality within the Basin, as discussed below.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The South Coast AQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures.

South Coast AQMD updated its AQMP for the Basin in 2016, which included a new approach focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the nearly 17 million residents within the Basin, including those in disproportionally impacted and environmental justice communities that are concentrated along transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to air quality challenges within the Basin. For that reason, the South Coast AQMD has been and will continue to be closely engaged with CARB and the EPA who have primary responsibility for these sources. The 2016 AQMP recognized the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These “win-win” scenarios are key to implementation of the 2016 AQMP with broad support from a wide range of stakeholders. The 2016 AQMP included integrated strategies and measures to meet the NAAQS.

The control measures and related emission reduction estimates included in the 2016 AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this, the AQMP utilizes the population and growth estimates compiled by the Southern California Association of Governments (SCAG) in their 2016 Regional Transportation Plan/Sustainable Community Strategy (2016 RTP/SCS), the most recent RTP/SCS at the time. The latest AQMP was recently approved on December 2, 2022, by the South Coast AQMD Governing Board. The 2022 AQMP further helps the State to achieve air quality standard goals. Specifically, the 2022 AQMP strengthens the NAAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The 2022 AQMP also developed requirements for the Basin and the Coachella Valley, both classified as "nonattainment,” to meet the 2015 Ozone NAAQS standard.

SCAG’s population and employment projections are based on the City’s growth projections provided by cities, including from cities’ general plans. Thus, since the 2016 AQMP is consistent with the 2016 RTP/SCS, the 2016 AQMP is also consistent with the growth assumptions cities include in their general plans. The latest RTP is the 2020-2045 Regional Transportation Plan/Sustainable Community

Strategy known as SoCal Connect. The 2022 AQMP incorporated SoCal Connect strategies and population and employment projections. Should a project demonstrate compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

South Coast AQMD Rule 402 (Nuisance)
South Coast AQMD Rule 402 prohibits the discharge of air containments in such quantities that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, but does not apply to odors emanating from agricultural operations necessary for growing of crops or the raising of fowl or animals.

South Coast AQMD Rule 403 (Fugitive Dust)
The Project would be required to comply with existing South Coast AQMD rules for the reduction of fugitive dust emissions. South Coast AQMD Rule 403 establishes these procedures. The potential requirements include the application of water or chemical stabilizers to disturbed soils at least twice a day, covering all haul vehicles before transport of materials, restricting vehicle speeds on unpaved roads to 15 mph, and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to South Coast AQMD.

South Coast AQMD Rule 445
South Coast AQMD Rule 445 applies to reduce the emission of particulate matter from woodburning devices and establish contingency measures for applicable ozone standards for the reduction of volatile organic compounds.

South Coast AQMD Rule 481 (Spray Coating Operations)
South Coast AQMD Rule 481 applies to all spray painting and spray coating operations and equipment and requires all spray coating equipment to be (1) operated inside an approved control enclosure, (2) applied using high velocity-low pressure (HVLP), electrostatic and/or airless spray equipment, or (3) applied using which has an equal effectiveness to either of the two approved methods.

South Coast AQMD Rule 1108 (Cutback Asphalt)
South Coast AQMD Rule 1108 applies to cutback and emulsified asphalt used at project sites.

South Coast AQMD Rule 1113 (Architectural Coatings)
South Coast AQMD Rule 1113 governs the sale of architectural coatings and limits the volatile organic content (VOC) content in paints and paint solvents. This rule will dictate the VOC content of paints available for use during the construction of the buildings.

South Coast AQMD Rule 1143 (Consumer Paint Thinners & Multi-Purpose Solvents)
South Coast AQMD Rule 1143 aims to reduce emissions of VOCs from the use, storage, and disposal of consumer paint thinners and multi-purpose solvents commonly used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. Additionally, Rule 1143 requires several best management practices to reduce VOCs during use and application of paint thinners and other solvents. For example, this Rule requires containers to be closed when not in use. This Rule also establishes requirements for appropriate labelling and disclosure of contents for containers and storage areas of these corrosive, flammable substances.

South Coast AQMD Rule 1186
South Coast AQMD Rule 1186 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular traffic on paved and unpaved public roads, and at livestock operations. This includes requirements for local governments that contract for street sweeping services to utilize only certified street sweeping equipment.

South Coast AQMD Rule 1303
South Coast AQMD Rule 1303 prohibits issuance of permits for any relocation or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia unless a best available control technology (BACT) is employed for the new or relocated source as specified by the Clean Air Act or other regulations.

D. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to air quality within the City. The specific policies outlined in the City's General Plan that are related to air quality and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.11, *Land Use and Planning*.

4.3.4 METHODOLOGY

A. CalEEMod

Land uses such as the Project affect air quality through construction-source and operational-source emissions. The criteria air pollutant methodology follows the CEQA Air Quality Handbook prepared by the South Coast AQMD (South Coast AQMD 1993) for quantification of emissions and evaluation of potential impacts to air quality. As recommended by South Coast AQMD, the California Emissions Estimator Model® version 2022.1 (CalEEMod) was used to quantify Project-related emissions.

B. Localized Significance Threshold

According to the Localized Significance Threshold (LST) methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site. The emissions analyzed under the LST methodology are NO_2, CO, PM_{10}, and $PM_{2.5}$. South Coast AQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant

localized air quality impacts for projects five acres or smaller. The LST methodology and tables can be used as a screening tool to determine if dispersion modeling would be necessary.

The South Coast AQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this South Coast AQMD guidance and the Project's equipment list during grading, Phase 1 will disturb approximately 16.5 acres per day, Phase 2 will disturb approximately 6.5 acres per day, and Phase 3 will disturb approximately 5 acres per day during grading. Although disturbance in Phase 1 and Phase 2 of the Project exceed five acres per day, per South Coast AQMD, the LST threshold and tables can be used as a screening tool to determine if dispersion modeling would be necessary. Therefore, the Project's on-site emissions from CalEEMod and LST-Look-Up Tables for the 5-acre site were utilized as a screening-level analysis.

The LST are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest sensitive receptors (in meters). The closest sensitive receptors are existing residential properties located across Pats Ranch Road to the east of the Project site, as shown in Figure 4.3-1, *Sensitive Receptors*. The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis.

4.3.5 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to air quality. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Based on these significance thresholds, a project would have a significant impact on air quality if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan;

Under the City's local significance threshold, the project would have significant effects if: The proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the current South Coast Air Quality Management District's Air Quality Management Plan and the project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan Air Quality Management Plan.

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

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

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

c. Expose sensitive receptors to substantial pollutant concentrations;

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

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

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

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

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

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

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries

- Landfills
- Dairies
- Fiberglass molding facilities

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

A. Regional Daily Emissions Thresholds

South Coast AQMD has also developed regional significance thresholds for other regulated pollutants, as summarized at Table 4.3-3, *Regional Thresholds for Construction and Operational Emissions*. These regional thresholds were developed for criteria pollutants based on the South Coast AQMD's treatment of a major stationary source.

Table 4.3-3 Regional Thresholds for Construction and Operational Emissions

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

Source: (Webb, 2023a, Table 4)

B. Localized Significance Thresholds

South Coast AQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Table 4.3-4, *LST for Construction Emissions*, shows the LST thresholds for the Project.

Table 4.3-4 LST for Construction Emissions

Threshold	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
LST for 5-acre site at 25 meters	270	1,577	13	8

Source: (Webb, 2023a, Table 9)

4.3.6 IMPACT ANALYSIS

Threshold a:	***Would the Project conflict with or obstruct implementation of the applicable air quality plan?*** ***Under the City's local significance threshold, the project would have significant effects if: The proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the current South Coast Air Quality Management District's Air Quality Management Plan and the project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan Air Quality Management Plan.***

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.

PPP 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings" and Rule 431.2, "Sulfur Content of Liquid Fuels." Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings. Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_2) into the atmosphere from the burning of fuel.

PPP 4.3-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

PPP 4.3-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

2. Project Design Features (PDFs):

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

B. Impact Analysis

South Coast AQMD is responsible for comprehensive air pollution control within the Basin and prepares the AQMP for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and State air quality standards. The AQMPs control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The Project site is currently zoned within the Specific Plan for One- (1) Family Dwellings (R-1) (Planning Areas 10 & 13), Commercial (Planning Areas 11 & 12), School (Planning Area 15), and Industrial Park (Planning Area 20). The Project applicant proposes to amend these designations and increase the overall density of the site, which would not have been considered in the AQMP.

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

• **Criterion 1)** If the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the current South Coast Air Quality Management District's Air Quality Management Plan: and

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

Consistency Criterion No.1 Analysis

As discussed under Threshold b below, potentially significant impacts would occur associated with NO_x emissions during construction and VOC, NO_X, and CO emissions during long-term operation of the Project before incorporation of mitigation measures. Implementation of Mitigation Measure MM

4.3-1 would reduce the Project's short-term construction-related emissions of NO_x. As shown in Table 4.3-9, *Mitigated Estimated Maximum Daily Construction Emissions*, NO_x emissions would be reduced to less than significant levels. Accordingly, short-term construction impacts would be less than significant

Implementation of Mitigation Measures MMs 4.3-2 through 4.3-6 aim to reduce operational emissions of VOC, NO_X, and CO; however, MMs 4.3-2 through 4.3-6 do not have quantitative reductions associated with them available in CalEEMod and given that the majority of Project-generated emissions are from mobile sources from resident's vehicle usage, the emissions are outside the jurisdiction and control of the City. Although Mitigation Measures MMs 4.3-2 through 4.3-6 would serve to potentially reduce transportation- and energy-related emissions, the reductions would not reduce emissions below applicable thresholds for criteria pollutants. Beyond those already presented, there are no feasible measures to substantially reduce operational emissions or reduce emissions below applicable thresholds. Therefore, long-term operational impacts would be significant and unavoidable.

The Project is inconsistent with Criterion No.1

Consistency Criterion No.2 Analysis

South Coast AQMD Forecasts Used in 2022 AQMP

Future growth projections for the 2022 AQMP were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020 RTP/SCS. Industry growth factors for 2018 and 2037 were also provided by SCAG. Table 4.3-5, *Baseline Demographic Forecasts in the 2022 AQMP*, summarizes key socioeconomic parameters used in the 2022 AQMP emissions inventory development.

Table 4.3-5 Baseline Demographic Forecasts in the 2022 AQMP

Category	2018	2037	2037 % Growth from 2018	% Growth Per Year
Population (Millions)	16.7	18.6	12%	0.7%
Housing Units (Millions)	5.3	6.2	17%	0.9%
Total Employment (Millions)	7.7	8.6	11%	0.6%

Source: 2022 AQMP, Table3-3, Baseline Demographic Forecasts in the 2022 AQMP

Current forecasts indicate that the Basin will experience population growth of 12% between 2018 and 2037, with a 5% increase in vehicle miles traveled (VMT). Housing units show the largest change of the socioeconomic indicators with a projected 17% increase from 2018 to 2037.

The Project proposes to amend the MDR, BP, and part of the CR designations to (MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential;

HHDR – Highest Density Residential; OS-R – Open Space Recreation; and OS-W – Open Space Water). The changes in the General Plan population forecast are shown in Table 4.3-6, *Population Forecast -Existing General Plan Land Use vs. Proposed General Plan Land Use.* As shown in Table 4.3-6, the Project's construction of 1,576 dwelling units would represent a negligible increase in SCAG's forecasts for population, housing, and employment demographics.

Table 4.3-6 Population Forecast -Existing General Plan Land Use vs. Proposed General Plan Land Use

SCAG				
	2018	**2037**	**2037 % Growth from 2018**	**% Growth Per Year**
Population	16,700,000	18,600,000	12%	0.7%
Housing Units	5,300,000	6,200,000	17%	0.9%
Total Employment	7,700,000	8,600,000	11%	0.6%
PROJECT				
Population	2,501	5,910	136%	7.15
Housing Units	667	1,576	136%	7.15
Total Employment	2,376	50	-98%	-5.15
PERCENT OF SCAG FORECAST				
Population	0.015%	0.032%	negligible	negligible
Housing Units	<0.001%	<0.001%	negligible	negligible
Total Employment	0.009%	0.018%	negligible	negligible

Consistency with AQMP Control Measures

Additionally, consistency with the 2022 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet federal and State air quality standards. Even though the anticipated growth from the proposed Project would exceed the growth projections in the AQMP, the control measures contained within the 2022 AQMP would still apply to new development, and through this compliance, the future development on the Project would not obstruct implementation of the 2022 AQMP. Such control measures include, for example, further reductions from residential and commercial water heating, space heating, cooking devices, and other combustion sources. Moreover, the mobile source control measures in the 2022 AQMP were based on a variety of control technologies that focus on accelerated retrofits or replacement of existing vehicles or equipment, acceleration of vehicle turnover through voluntary vehicle retirement programs, and greater use of cleaner fuels. The measures also encourage greater deployment of low-NO_X and zero-emission vehicle and equipment technologies such as plug-in hybrids, battery-electric, and fuel cells. The control measures are implemented by applicable agencies and the development that would result from the proposed Project will be subject to all applicable measures.

The Project is consistent with Criterion No.2

Conclusion

The Project is consistent with the growth forecast used in the 2022 AQMP and would not obstruct implementation of the control measures contained within the 2022 AQMP. However, the Project exceeds the regional threshold for operational emissions of VOC, NO_X, and CO; As a result, the Project may conflict with the 2022 AQMP and the Project's impacts are potentially significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

The Project is within the range of growth projections which were used in the 2022 AQMP. As discussed in Threshold b, implementation of Mitigation Measures MMs 4.3-2 through 4.3-6 aim to reduce operational emissions of VOC, NO_X, and CO; however, Mitigation Measures MMs 4.3-2 through 4.3-6 do not have quantitative reductions associated with them available in CalEEMod and given that the majority of Project-generated emissions are from mobile sources from resident's vehicle usage, the emissions are outside the jurisdiction and control of the Project and City.

E. Significance After Mitigation

Beyond those already presented, there are no feasible measures to substantially reduce operational emissions or reduce emissions below applicable thresholds. Therefore, the Project would conflict with the 2022 AQMP and impacts would be significant and unavoidable.

Threshold b:	***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*** ***Under the City's local significance threshold, the project would have significant effects if: The project's air emissions exceed the applicable regional significance thresholds established by the South Coast Air Quality Management District.*** ***NOTE: According to the South Coast AQMD, individual projects that do not generate operational or construction emissions that exceed the South Coast AQMD's recommended daily thresholds for project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact.***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-1 through PPP 4.3-4 (listed under Threshold a) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

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

B. Impact Analysis

1. Construction Emissions Impact Analysis

Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Short-term impacts would also include emissions generated during construction as a result of operation of personal vehicles by construction workers, asphalt degassing, and architectural coating (painting) operations.

The Project would be required to comply with existing South Coast AQMD rules for the reduction of fugitive dust emissions. South Coast AQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, including but not limited to application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting

vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to South Coast AQMD. Based on the size of this Project's total disturbance area during mass grading (approximately 195 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form will be required.

Construction emissions are summarized in Table 4.3-7, *Estimated Maximum Daily Construction Emissions*. As shown below, criteria pollutant emissions from construction for Phase 1 of the Project would not exceed the thresholds for VOC, CO, SO_2, PM_{10}, or $PM_{2.5}$, with the exception of NO_X. Therefore, impacts would be potentially significant.

Table 4.3-7 Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Phase 1						
2024	14.40	139.00	115.00	0.27	14.00	7.79
2025	21.20	40.70	106.00	0.10	14.50	4.18
2026	20.90	32.00	100.00	0.08	14.40	4.06
2027	20.60	30.40	95.10	0.08	14.30	3.97
Maximum	**21.20**	**139.00**	**115.00**	**0.27**	**14.50**	**7.79**
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Phase 2						
2028	14.00	38.80	54.90	0.10	6.31	3.40
2029	14.20	26.00	50.50	0.07	4.49	1.56
Maximum	**14.20**	**38.80**	**54.90**	**0.10**	**6.31**	**3.40**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Phase 3						
2030	4.94	22.30	29.40	0.07	3.60	1.85
2031	4.90	11.70	19.00	0.03	0.78	0.40
Maximum	**4.94**	**22.30**	**29.40**	**0.07**	**3.60**	**1.85**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: See Appendix A of *Technical Appendix B* for model output report. Numbers are the maximum of summer or winter emissions in a given year and may not match due to rounding within the model.
Source: (Webb, 2023a, Table 5)

2. Operational Emissions Impact Analysis

Long-term emissions are evaluated at build-out of a project. The Project is assumed to be fully operational in 2031. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the Project-specific Traffic Impact Analysis (TIA; *Technical*

Appendix M). Weekend residential trip rates were obtained from the Institute of Transportation Engineers (ITE) Manual, 11th Edition. The TIA estimated the Project would generate a total of 13,334 trips per weekday, which includes an internal trip reduction credit of 126 trips related to the school. The TIA's internal capture trip credit was not applied to school trips, further providing a conservative analysis.

Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, consumer use of solvents and personal care products, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod contains the 2019 Title 24 energy efficiency standards. CalEEMod defaults were utilized except for fireplaces, which were assumed to be included in all residential units except for multi-family apartments and assumed to be natural gas burning per South Coast AQMD Rule 445.

Operational emissions are shown in Table 4.3-8, *Estimated Daily Project Operation Emissions*. As shown below, the Project would exceed the South Coast AQMD regional threshold for VOC, NO_X, and CO, and impacts would be potentially significant.

Table 4.3-8 Estimated Daily Project Operation Emissions

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Phase 1 - Summer						
Area	38.30	10.30	71.50	0.06	0.81	0.81
Energy	0.37	6.34	2.70	0.04	0.51	0.51
Mobile	43.40	56.80	555.00	1.53	54.90	10.50
Phase 1 Total	**82.07**	**73.44**	**629.20**	**1.63**	**56.22**	**11.82**
Phase 2 - Summer						
Area	14.70	6.66	24.90	0.04	0.53	0.53
Energy	0.63	10.80	4.59	0.07	0.87	0.87
Mobile	14.80	18.80	192.00	0.56	20.80	3.95
Phase 2 Total	**30.13**	**36.26**	**221.49**	**0.67**	**22.20**	**5.35**
Phase 3 - Summer						
Area	1.84	0.02	2.55	0.00	0.00	0.00
Energy	0.06	1.13	0.95	0.10	0.09	0.09
Mobile	5.46	5.67	59.70	0.17	6.70	1.27
Phase 3 Total	**7.36**	**6.82**	**63.20**	**0.27**	**6.79**	**1.36**

Source	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Project Total	**119.56**	**116.52**	**913.89**	**2.57**	**85.21**	**18.53**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**
Phase 1 - Winter						
Area	32.40	9.67	4.12	0.06	0.78	0.78
Energy	0.37	6.34	2.70	0.04	0.51	0.51
Mobile	41.00	60.90	452.00	1.44	54.90	10.50
Phase 1 Total	**73.77**	**76.91**	**458.82**	**1.54**	**56.19**	**11.79**
Phase 2 - Winter						
Area	12.70	6.45	2.75	0.04	0.52	0.52
Energy	0.63	10.80	4.59	0.07	0.09	0.87
Mobile	14.00	20.10	157.00	0.52	20.80	3.95
Phase 2 Total	**27.33**	**37.35**	**164.34**	**0.63**	**21.41**	**5.34**
Phase 3 - Winter						
Area	1.42	0.00	0.00	0.00	0.00	0.00
Energy	0.06	1.13	0.95	0.01	0.09	0.09
Mobile	5.19	6.08	49.20	0.16	6.70	1.27
Phase 3 Total	**6.67**	**7.21**	**50.15**	**0.17**	**6.79**	**1.36**
Project Total	**107.77**	**121.47**	**673.31**	**2.34**	**84.39**	**18.49**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**

Note: Emissions reported as zero are rounded and not necessarily equal to zero.
Source: (Webb, 2023a, Tables 6 and 7)

C. *Significance Before Mitigation*

Potentially significant impacts would occur associated with NO_x emissions during construction and VOC, NO_X, and CO emissions during long-term operation of the Project.

D. *Mitigation Measures*

MM 4.3-1 **Minimize Construction Emissions.** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to incorporate the following measures to minimize construction emissions.

- All off-road diesel-powered construction equipment greater than 50 horsepower meets California Air Resources Board Tier 4 Final off-road emissions standards or incorporate CARB Level 3 Verified Diesel Emission Control Strategy (VDECS). Requirements for Tier 4 Final equipment and the option for Level 3 VDECS shall

be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's Best Available Control Technology (BACT) documentation (certified tier specification or model year specification), and CARB or South Coast AQMD operating permit (if applicable) shall be provided to the City at the time of mobilization of each applicable unit of equipment. This equipment shall be used when commercial models that meet the construction needs of the proposed Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment shall be made by the City, based on applicant-provided evidence from expert sources, such as construction contractors in the region.

- The maximum daily disturbance area (actively graded area) shall not exceed 4 acres per day.
- Construction equipment shall be properly maintained according to manufacturer specifications.
- All diesel-powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.
- Construction on-road haul trucks shall be model year 2010 or newer if diesel-fueled.
- Information on ridesharing programs shall be made available to construction employees.
- During construction, lunch options shall be provided onsite.
- A publicly visible sign shall be posted at the primary construction entrance with the telephone number and person to contact regarding dust complaints per South Coast AQMD Standards.
- All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Off-road Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles.
- The Project shall demonstrate compliance with South Coast AQMD Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Jurupa Valley.

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

MM 4.3-2 The City Public Works and Engineering Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and ceiling fans shall be installed in the residences.

MM 4.3-3 The City Building and Safety Department shall verify before issuance of all residential and non-residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures 40watts.

MM 4.3-4 Upon a residential dwelling unit being sold, offered for sale or rented, the Project Applicant or its designee shall notify and offer to the prospective buyer or tenant, as soon as it may be done, disclosure materials describing available public transit, ridesharing and non-motorized commuting opportunities available in the vicinity of the Project. Such information shall be transmitted no later than the close of escrow or

finalization of a rental contract. A draft of this disclosure shall be submitted to the City of Jurupa Valley Planning Department for review prior to the issuance of the first certificate of occupancy.

MM 4.3-5 The Project developers shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home, which reduces mobile source emissions. The applicant shall submit documentation to the City Building and Safety Department prior to occupancy.

MM 4.3-6 The Project developers shall offer electrical outlets on patios, which reduces area source emissions. The City Planning Department shall verify architectural plans for implementing tract maps include such requirements before implementing project approval.

E. Significance After Mitigation

Implementation of Mitigation Measure MM 4.3-1 would reduce the Project's short-term construction-related emissions of NO_x. As shown in Table 4.3-9, *Mitigated Estimated Maximum Daily Construction Emissions*, NO_x emissions would be reduced to less than significant levels with implementation of Tier 4 construction equipment. However, in the event that Tier 4 construction equipment to meet the construction needs is not commercially available, it is possible that peak day emissions of NOx would exceed the City's threshold. Therefore, even with implementation of all feasible mitigation measures impacts would remain significant and unavoidable.

Table 4.3-9 Mitigated Estimated Maximum Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
South Coast AQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Phase 1	21.20	99.50	116.00	0.27	14.50	5.75
Phase 2[1]	14.20	38.80	54.90	0.10	6.31	3.40
Phase 3[1]	4.94	22.30	29.40	0.07	3.60	1.85
Maximum	**21.20**	**99.50**	**116.00**	**0.27**	**14.50**	**5.75**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[1] Phase 2 and Phase 3 totals from Table 4.3-9, above.
Source: (Webb, 2023a, Table 10)

Implementation of Mitigation Measures MM 4.3-2 through MM 4.3-6 aim to reduce operational emissions of VOC, NO_X, and CO; however, MM 4.3-2 through MM 4.3-6 do not have quantitative reductions associated with them available in CalEEMod and given that the majority of Project-generated emissions are from mobile sources from resident's vehicle usage, the emissions are outside

the jurisdiction and control of the City. Although Mitigation Measures MM 4.3-2 through MM 4.3-6 would serve to potentially reduce transportation- and energy-related emissions, the reductions would not reduce emissions below applicable thresholds for criteria pollutants. Beyond those already presented, there are no feasible measures to substantially reduce operational emissions or reduce emissions below applicable thresholds. Therefore, long-term operational impacts would be significant and unavoidable.

Threshold c:	***Would the Project expose sensitive receptors to substantial pollutant concentrations?***
	Under the City's local significance threshold, the project would have significant effects if:
	• The project would exceed the South Coast AQMD Localized Significance Thresholds (LST) which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities;
	• The project would create a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker.
	• The project emissions would contribute traffic volumes to an intersection in the vicinity of the project site which exceeds 100,000 vehicles per hour.

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-1 through PPP 4.3-4 (listed under threshold a) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

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

B. Impact Analysis

1. Construction Localized Emissions Impact Analysis

Table 4.3-10, *Localized Construction Emissions*, identifies the localized construction impacts at the nearest receptor location in the vicinity of the Project. As shown, Project-related construction

emissions would not exceed the South Coast AQMD LST for NOx, CO, or $PM_{2.5}$ at the nearest sensitive receptor; however, it would exceed the LST threshold for PM_{10} during grading in Phase 1. Accordingly, construction of the Project would result in the exposure of sensitive receptors to substantial pollutant concentrations.

Table 4.3-10 Localized Construction Emissions

Activity	Peak Daily Emissions (lb/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
LST for 5-acre site at 25 meters	270	1,577	13	8
Phase 1				
Demolition 2024	25.70	22.50	2.14	1.16
Site Preparation 2025	36.70	33.70	6.74	4.13
Grading 2024	139.00	111.00	13.33	7.62
Building Construction and Paving 2024	34.50	41.30	1.58	1.45
Building Construction and Paving 2025	32.33	41.10	1.39	1.28
Building Construction and Coating 2025	24.95	31.34	1.00	0.93
Building Construction and Coating 2026	23.58	31.12	0.88	0.81
Building Construction and Coating 2027	22.52	31.10	0.78	0.72
Maximum	**139.00**	**111.00**	**13.33**	**7.62**
Exceeds Threshold?	**No**	**No**	**Yes**	**No**
Phase 2				
Grading 2028	**38.70**	40.90	**5.95**	**3.32**
Building Construction and Paving 2028	30.25	**43.50**	1.03	0.94
Building Construction and Architectural Coating 2028	24.66	35.08	0.77	0.71
Building Construction and Architectural Coating 2029	23.92	35.07	0.70	0.65
Maximum	**38.70**	**43.50**	**5.95**	**3.32**
Exceeds Threshold?	**No**	**No**	**No**	**No**
Phase 3				
Grading 2030	**22.30**	**28.50**	**3.30**	**1.79**
Building Construction 2030	10.70	16.00	0.31	0.29
Building Construction and Paving 2030	14.47	26.60	0.55	0.51
Building Construction and Architectural Coating 2030	11.75	17.48	0.32	0.30
Building Construction and Architectural Coating 2031	11.44	17.37	0.300	0.28
Maximum	**22.30**	**28.50**	**3.30**	**1.79**

Activity	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Exceeds Threshold?	**No**	**No**	**No**	**No**

Note: Maximum emissions reported are the greater of either summer or winter emissions.
Source: (Webb, 2023a, Table 9)

2. Operation Localized Emissions Impact Analysis

Criteria Pollutant Emissions

This Project involves the construction of a residential development with a potential school overlay. According to South Coast AQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site, such as warehouse/transfer facilities. The Project does not include such uses. Therefore, due to the lack of stationary source emissions or on-site mobile equipment, no long-term LST analysis is needed. Additionally, operation of the Project would not emit airborne TACs at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors.

CO Hot Spot Impact Analysis

A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the State or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

Based on the information presented below, a CO "hot spot" analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the State or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the South Coast AQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 2003 AQMP, peak carbon monoxide concentrations reported in the 1992 CO Plan in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO

Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the Level of Service (LOS) in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic. The hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion, and did not predict any violation of CO standards. Considering Project-related traffic in the General Plan horizon year of 2040, the highest average daily trips would be approximately 49,261 on Limonite Avenue between Wineville Avenue and Pats Ranch Road, which is lower than the values studied by South Coast AQMD. Therefore, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. As such, Project emissions would not contribute traffic volumes to an intersection in the vicinity of the Project site which exceeds 100,000 vehicles per hour. Thus, the Project would not result in CO hot spots.

C. Significance Before Mitigation

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

D. Mitigation Measures

The implementation of Mitigation Measure MM 4.3-1, under Threshold b, is required.

E. Significance After Mitigation

After implementation of Mitigation Measure MM 4.3-1, localized construction emissions would not exceed the applicable South Coast AQMD LSTs for emissions of any criteria pollutant. As shown in Table 4.3-11, *LST Phase 1 Mitigated Daily Construction Emissions*, with mitigation, the Project would emit 11.09 lbs/day of PM_{10} and would therefore not exceed South Coast AQMD threshold of 13 lbs/day. Accordingly, impacts after mitigation would be less than significant.

Table 4.3-11 LST Phase 1 Mitigated Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
LST for 5-acre site at 25 meters	270	1,577	13	8
Phase 1				
Demolition 2024[1]	25.70	22.50	2.14	1.16
Site Preparation 2025[1]	36.70	33.70	6.74	4.13
Grading 2024	99.20	111.00	11.09	5.58

Activity	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
LST for 5-acre site at 25 meters	270	1,577	13	8
Building Construction and Paving 2024[1]	34.50	41.30	1.58	1.45
Building Construction and Paving 2025[1]	32.33	41.10	1.39	1.28
Building Construction and Coating 2025[1]	24.95	31.34	1.00	0.93
Building Construction and Coating 2026[1]	23.58	31.12	0.88	0.81
Building Construction and Coating 2027[1]	22.52	31.10	0.78	0.72
Maximum	**99.20**	**111.00**	**11.09**	**5.58**
Exceeds Threshold?	No	No	No	No

Note: Maximum emissions reported are the greater of either summer or winter emissions.
[1] Unmitigated totals from Table 4.3-10, above.
Source: (Webb, 2023a, Table 11)

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

The Brief cites the author of the CARB methodology, which reported that a PM-2.5 methodology is not suited for small projects and may yield unreliable results. Similarly, South Coast AQMD staff does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful. On the other hand, for extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. The proposed Project would generate up to 99.50 lbs/day of NO_X during construction (after mitigation) and 121.47 lbs/day of NO_X during operations (1.50% and 1.83% of 6,620 lbs/day, respectively). Additionally, the proposed Project would also generate a maximum of 21.20 lbs/day of

VOC emissions during construction and 119.56 lbs/day of VOC emissions during operations (0.02% and 0.13% of 89,190 lbs/day, respectively). Therefore, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, this analysis does evaluate the proposed Project's localized impact to air quality for emissions of CO, NO_X, PM-10, and PM-2.5 by comparing the proposed Project's on-site emissions to the South Coast AQMD's applicable LST thresholds. As evaluated herein, the proposed Project would not result in emissions that exceeded the South Coast AQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM-10, and PM-2.5.

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

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

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

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

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

2. Project Design Features (PDFs):

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

B. *Impact Analysis*

The Project does not involve operation of Agricultural uses (livestock and farming), Wastewater treatment plants, Food processing plants, Chemical plants, Composting operations, Refineries, Landfills, Dairies, or Fiberglass molding facilities. The Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. The closest sensitive receptors to the Project construction site are the existing residential properties on Pats Ranch Road, adjacent to and east of the Project Site. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, CARB's Air Quality and Land Use Handbook outlines common sources of odor complaints, including sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB 2005). The Project applicant proposes residential homes and a school overlay, which is not included on the CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts are less than significant.

C. *Significance Before Mitigation*

Less than significant.

D. *Mitigation Measures*

No mitigation required.

E. *Significance After Mitigation*

Less than significant.

4.3.7 Cumulative Impact Analysis

The geographic area for this analysis is the South Coast Air Basin. The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM_{10}, $PM_{2.5}$, and lead. The Project would contribute criteria pollutants to the area during construction of the Project. Several individual projects in the area may be under construction simultaneously with the proposed Project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants; however, each project would be required to comply with South Coast AQMD's standard construction measures. The proposed Project's short-term construction emissions would not exceed the significance thresholds after implementation of Mitigation Measure MM 4.3-1. Therefore, it would not have a significant short-term cumulative air quality impact.

The Project would not be consistent with South Coast AQMD's 2022 AQMP because the Project's long-term operational emissions of VOC, NO_X, and CO would exceed the applicable South Coast AQMD regional thresholds. Because the South Coast AQMD considers all impacts that are significant

and direct to also be cumulatively considerable, the Project's potential to conflict with the 2022 AQMP is a cumulatively considerable impact.

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the Project after incorporation of mitigation measures would still result in emissions in excess of the South Coast AQMD regional emissions thresholds for VOC, NO_X, and CO. Therefore, the air pollutant emissions associated with the Project would be cumulatively considerable and, therefore, significant and unavoidable.

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

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

4.4 BIOLOGICAL RESOURCES

The following analysis is based on information obtained from the *Biological Resources Technical Resource Report* prepared for the Project by Cadre Environmental (Cadre), dated October 2023 and is included as *Technical Appendix C* to this EIR (Cadre, 2023); the City of Jurupa Valley General Plan; and Google Earth Pro. All references used in this Subsection are listed in EIR Section 7.0, *References*.

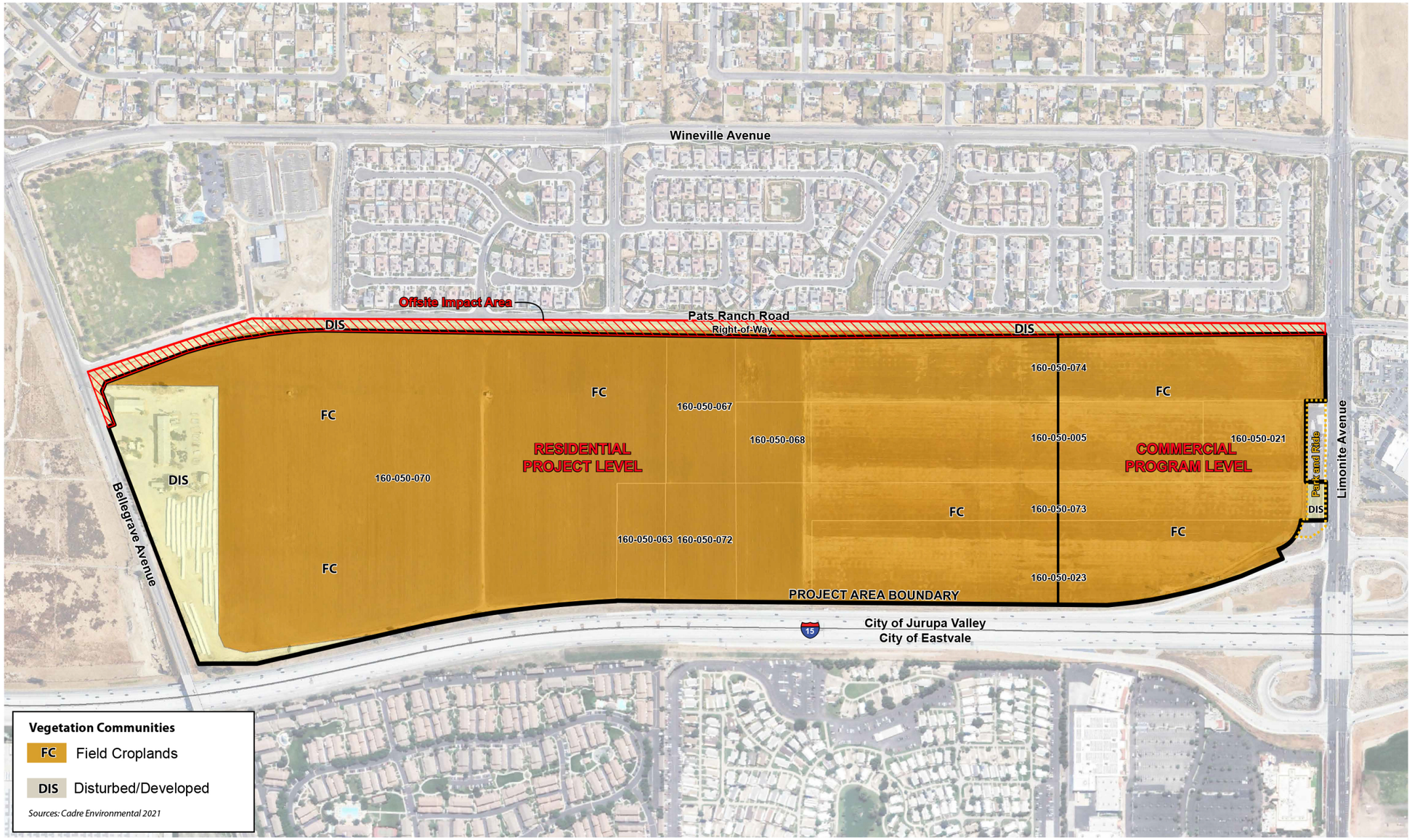
4.4.1 ENVIRONMENTAL SETTING

The existing conditions in this subsection reflect those that were observed during the field study conducted by Cadre during the winter of 2021. The majority of the Project site is generally flat and has been actively and annually farmed (field corn) since at least 1985. The northern region is characterized as disturbed/developed and is the location of the farming support structures and storage/staging facilities. The eastern offsite area is characterized as disturbed as a result of road improvements conducted adjacent to Pats Ranch Road. The Project site is not located within a Western Riverside County Multiple Species Habitat Conservation Program (MSHCP) criteria area cell, group, or linkage area.

A. Vegetation

As presented in Figure 4.4-1, *Vegetation Communities Map*, the majority of the Project site is characterized as active field croplands which are annually disked and planted with field corn (*Zea mays*). The remaining portion of the Project site consist of disturbed. developed habits that are either devoid of vegetation or dominated by ruderal invasive species or native species common in disturbed areas including hairy crabgrass (*Digitaria sanguinalis*), barnyard grass (*Echinochloa crus-galli*), wild oat (*Avena fatua*), ripgut grass (*Bromus diandrus*), stinknet (*Oncosiphon piluliferum*), Australian saltbush (*Atriplex semibaccata*), prickly sow-thistle (*Sonchus asper*), cheeseweed (*Malva parviflora*), golden crownbeard (*Verbesina encelioides*), burclover (*Medicago polymorpha*), black mustard (*Brassica nigra*), horseweed (*Erigeron canadensis*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), Alkali weed (*Cressa truxillensis*), spotted spurge (*Euphorbia maculata*), Palmer amaranth (*Amaranthus palmeri*), tumbling pigweed (*Amaranthus albus*), lamb's quarters (*Chenopodium album*), common knotweed (*Polygonum arenastrum*), annual sunflower (*Helianthus annuus*), puncture vine (*Tribulus terrestris*), annual jimson weed (*Datura stramonium*), tree tobacco (*Nicotiana glauca*), and horehound (*Marrubium vulgare*).

Developed regions of the Project site concentrated in the northern region include farm support structures, residence, staging areas and ornamental plantings including Cape honeysuckle (*Tecoma capensis*), Mexican fan palms (*Washingtonia robusta*), pine (*Pinus sp.*), Peruvian pepper (*Schinus molle*), and Jacaranda (*Jacaranda mimosifolia*).



APNs 160-050-005, -021, -023, -063, -067, -068, -070, -072 to -074, Right-of-Ways

Source(s): CADRE Environmental (October 2023)

Figure 4.4-1

Not to Scale

Vegetation Communities Map

B. Wildlife

General wildlife species documented on site include Canada goose (*Branta canadensis*), American kestrel (*Falco sparverius*) red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), American crow (*Corvus brachyrhynchos*), American pipit (*Anthus rubescens*), European starling (*Sturnus vulgaris*), white crowned sparrow (*Zonotrichia leucophrys*), western meadowlark (*Sturnella neglecta*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), desert cottontail rabbit (*Sylvilagus audubonii*), and sideblotched lizard (*Uta stansburiana elegans*).

C. Sensitive Biological Resources

1. Sensitive Habitats

No vegetation communities listed by California Department of Fish and Wildlife (CDFW) as sensitive were documented within or adjacent to the Project site.

2. Sensitive Plants

No suitable habitat for sensitive plant species including those listed as federal or state threatened/endangered was documented within the Project site. No sensitive plant species with the potential to occur onsite or undisturbed native habitats were documented within the Project site.

3. Sensitive Wildlife

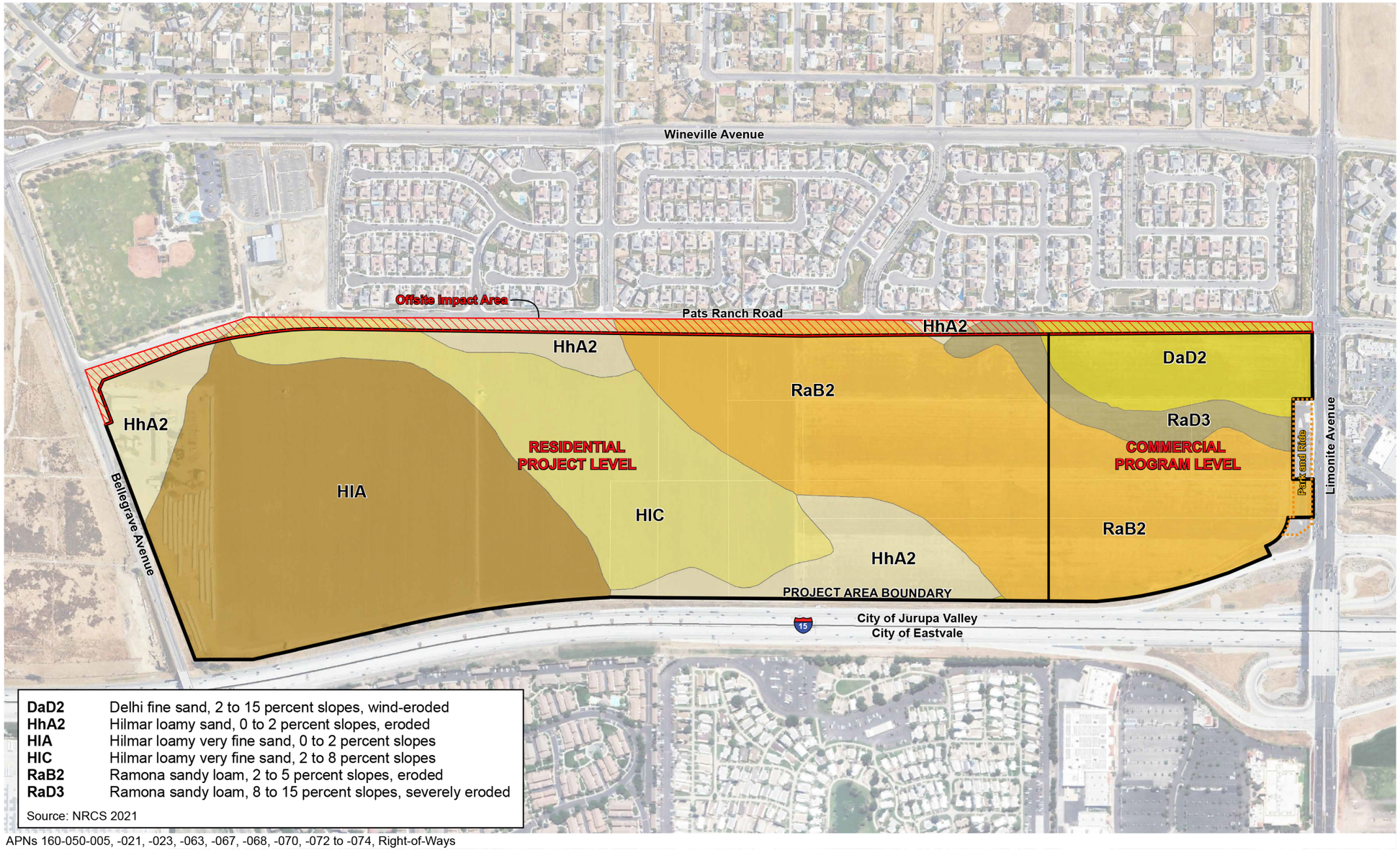
No suitable habitat for species listed as federal or state threatened/endangered was documented within the Project site. Potential foraging habitat for two MSHCP covered species was documented onsite during the habitat assessment and include white-tailed kite (*Elanus leucurus*) and loggerhead shrike (*Lanius ludovicianus*), who may occasionally forage onsite within the open field croplands.

4. Burrowing Owl (BUOW)

The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. No potential burrowing owl burrows larger than 4 inches in diameter or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project site.

D. Soil

The Project site's existing soil conditions are depicted on Figure 4.4-2, *Soils Association Map*. The Soil Survey of the Western Riverside Area has the following soils mapped within the boundary of the Project site: Delhi fine sand (DaD2); Hilmar loamy sand (HhA2); Hilmar loamy very fine sand (HIA); Hilmar loamy very fine sand (HIC); Ramona sandy loam (RaB2); and Ramona sandy loam (RaD3).



APNs 160-050-005, -021, -023, -063, -067, -068, -070, -072 to -074, Right-of-Ways

Source(s): CADRE Environmental (October 2023)

Figure 4.4-2

Not to Scale

Soils Association Map

E. Jurisdictional Resources

The Project site does not contain streams, wetlands or other aquatic features that meet the definition of Waters of the U.S. or Waters of the State.

4.4.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to biological resources.

Two comments related to biological resources from the California Department of Fish and Wildlife (CDFW) and Riverside County Flood Control and Water Conservation District (RCFCWD), dated January 12, 2023, were received during the public scoping period. The CDFW NOP comment letter states that the EIR should follow Section 15125(c) of the CEQA Guidelines and provides information on the regional setting to enable CDFW staff to adequately review on comment on the Project; recommends that the EIR to include a complete assessment of the flora and fauna within and adjacent to the Project footprint; provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project; to describe and analyze a range of reasonable alternatives to the Project, to evaluate a "no project" alternative; to identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts; to provide considerations for fully protected species, sensitive plant communities, and California Species of Special Concern (CESA); to include results of avian surveys; to address all Project impacts to listed species and specify a mitigation monitoring and reporting program that will meet the requirements of CESA; and to demonstrate consistency with the MSHCP. RCFCWD requested that the EIR demonstrate that the Project within the District rights of way or easements are consistent with the MSHCP .

4.4.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. (USFWS, 2017)

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants. (USFWS, 2017)

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species. (USFWS, 2017)

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2017)

2. Clean Water Act

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

standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law. (EPA, 2022)

Many states and tribes rely on § 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, § 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA § 401. (EPA, 2022)

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

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

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

3. Executive Order 11990 – Protection of Wetlands

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these

objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2022) The Order applies to:

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

- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. (FEMA, 2022)

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2022)

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

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

B. State Regulations

1. California Endangered Species Act

The California Endangered Species Act (CESA; Fish & Game Code §2050 et. seq.) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or preserved. CDFW works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met.

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

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal

incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA.

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

2. Natural Community Conservation Planning Act

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

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

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

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

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

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish

or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA.

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

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

C. Regional Policies

1. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

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

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

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

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

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

D. City General Plan Polices

The City of Jurupa Valley General Plan identifies policies that relate to biological resources within the City. The specific policies outlined in the City's General Plan that are related to biological resources and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.11, *Land Use and Planning*.

4.4.4 METHODOLOGY

The Project's impacts to biological resources were evaluated using information obtained from the Biological Resources Technical Resource Report prepared by Cadre (EIR *Technical Appendix C*). As part of the Biological Resources Assessment, the Project site and surrounding areas were assessed to determine the potential presence of biological resources. Preparation of the Biological Resources Technical Resource Report included a literature review of federal register listings, protocols, and species data provided by the USFWS in conjunction with anticipated federally listed species potentially occurring within the Project site. The California Natural Diversity Database (CNDDB), a CDFW Natural Heritage Division species account database, was also reviewed for all pertinent information regarding the locations of known occurrence of sensitive species in the vicinity of the property. In addition, numerous regional and floral faunal field guides were utilized in the identification of species

and suitable habitats. Field surveys were conducted by Ruben Ramirez of Cadre Environmental during the Winter of 2021 in order to characterize and identify potential sensitive plant and wildlife habitats, and to establish the accuracy of the data identified in the literature search and previous surveys.

The MSHCP has determined that all of the sensitive species potentially occurring within the Project site have been adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). However, additional surveys may be required for narrow endemic plant, criteria area, and specific wildlife species if suitable habitat is documented onsite and/or if the property is located within a predetermined "Survey Area." Habitat assessments for target species, were conducted for: 1) Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) [Federal Endangered]; 2) San Diego ambrosia (*Ambrosia pumila*) [Federal endangered, California Rare Plant Ranking (CRPR) 1B.1]; 3) San Miguel savory (*Satureja chandleri*) [CRPR List 1B.2]; 4) Brand's phacelia (*Phacelia stellaris*) [CRPR 1B.1], and 5) burrowing owl (*Athene cunicularia*) [California Species of Special Concern (SSC)].

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

4.4.5 Basis for Determining Significance

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

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

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

b. 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;

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

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

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

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

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

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;

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

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

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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

4.4.6 IMPACT ANALYSIS

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

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.4-1 The Project Applicant is required to pay MSHCP Local Development Mitigation fees as established and implemented by the City of Jurupa Valley Municipal Code Sec. 3.80.070, Western Riverside County Multiple Species Habitat Conservation Plan mitigation fee.

2. Project Design Features

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

B. Impact Analysis

1. Vegetation

As shown on Figure 4.4-1, *Vegetation Communities Map*, the majority of the Project site consists of active field croplands with farm support structures, residence, staging areas and ornamental plantings in the northern region.

Table 4.4-1 Vegetation Communities Acreages

Vegetation Type	Acreage (On-site)	Acreage (Off-site)	Total Acreage
Field Croplands (Field Corn)	178.44	--	178.44
Disturbed	10.56	11.70	22.26
TOTALS	**189.00**	**11.70**	**200.70**

Source: (Cadre, 2023)

Project development would result in the removal of on- and off-site vegetation communities, totaling approximately 200.7 acres. As previously stated, no vegetation communities listed by CDFW as sensitive were documented within or adjacent to the Project site.

2. Sensitive Plants

The Project site occurs almost completely within a predetermined Survey Area for three (3) MSHCP narrow endemic plant species including: San Diego ambrosia, San Miguel savory, and Brand's phacelia. According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to document the presence/absence of these species if suitable habitat is present and if the property is located within a predetermined Survey Area. As previously stated, following a review of historic aerials, the majority of the Project site has and continues to be actively farmed from at least 1985. No state or federally listed threatened or endangered plant species were detected on the Project site, and none of the three (3) MSHCP narrow endemic plants were observed on the Project site. Therefore, focused MSHCP sensitive plant surveys are not warranted. Accordingly, the Project would not impact any candidate, sensitive, or special status plant species.

3. Sensitive Wildlife

As shown in Figure 4.4-2, *Soils Association Map*, the Natural Resources Conservation Service has the southeastern region (11-acres) of the Project site mapped as Delhi fine sands. However, following a review of historic aerials, the entire Project site has and continues to be actively farmed from at least 1985. Soils documented onsite during the habitat assessment were characterized as loamy/sand. Based on the extensive level of historic as well as current disturbed conditions, no suitable habitat for the Delhi sands flower-loving fly occurs onsite and focused surveys are not warranted based on the following facts: 1) Project site substrates are no longer characterized as Delhi fine sand following annual farming activities; 2) no indicator plant species including California buckwheat, telegraph weed, or California croton were detected onsite; and 3) the Project site is dominated by non-native invasive species. Therefore, no impact would occur.

No suitable habitat for species listed as federal or state threatened/endangered was documented within the Project site. Potential foraging habitat for two MSHCP covered species was documented onsite during the habitat assessment and include white-tailed kite (*Elanus leucurus*) and loggerhead shrike (*Lanius ludovicianus*), who may occasionally forage onsite within the open field croplands. The MSHCP has determined that these sensitive species potentially occurring within Project site have been

adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). The Project would be required to implement City of Jurupa Valley Municipal Code Sec. 3.80.070 which requires payment of MSHCP Local Development Mitigation fees (PPP 4.4-1). With payment of fees, impacts to white-tailed kite and loggerhead shrike are less than significant.

The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. No suitable burrowing owl burrows larger than 4 inches in diameter potentially utilized for refugia and/or nesting were documented onsite. Also, no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within the Project site boundary during the habitat assessment and focused surveys are not warranted. However, the Project site could be colonized if the fields were left fallow. Therefore, impacts to burrowing owl would be considered a potentially significant impact.

4. Indirect Impacts

The Project will comply with all applicable water quality regulations, including complying with a NPDES permit and MS4 Permit by the Santa Ana Region Water Quality Control Board (RWQCB). This State Permit places pollution prevention requirements on planned developments, construction sites, commercial and industrial businesses, municipal facilities and activities, and residential communities. Both of these permits include the treatment of all surface runoff from paved and developed areas, the implementation of applicable Best Management Practices (BMPs) during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of water before entering into any stream course or municipal system.

Storm water treatment systems will be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant material, or other elements that could degrade or harm downstream biological or aquatic resources. Toxic sources within the Project site would be limited to those commonly associated with residential, commercial, and mixed-use development, such as pesticides, insecticides, herbicides, fertilizers, and vehicle emissions. The project will incorporate structural BMPs, as required in association with compliance with NPDES and MS4 permit systems, in order to reduce or prevent the level of toxins introduced into the municipal system.

Lighting, noise levels, and landscaping during and post construction would not indirectly impact wildlife species. No open space or sensitive biological receptor sites are located within or adjacent to the Project site. No significant impacts are anticipated.

Barriers are intended to reduce or minimize unauthorized public access and associated impacts to protected resources. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area or protected open space lands. No significant impacts are anticipated.

C. Significance Before Mitigation

Potentially significant impacts to burrowing owl.

D. Mitigation Measures

MM 4.4-1 **Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection**. To avoid Project-related impacts to burrowing owls potentially occurring on or in the vicinity of the Project site, a pre- construction presence/absence survey for burrowing owl within the Impact Site (and 500- foot survey buffer) where suitable habitat is present in accordance with the March 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area shall be conducted by a qualified biologist within 30 days prior to the commencement of ground disturbing activities including vegetation clearing, grubbing, tree removal, or site watering. In addition, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to California Department of Fish and Wildlife (CDFW). Additionally, if ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to minimize the possibility burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above shall be necessary.

If no burrowing owls are observed during the survey, site preparation and construction activities may begin. If active burrowing owl burrows are detected during the breeding season within the survey area, then avoidance or minimization measures shall be undertaken in consultation with the City of Jurupa Valley, CDFW and US Fish and Wildlife Service (USFWS). CDFW shall be sent written notification within 48 hours of detection of burrowing owls. If active nests are identified on an implementing project site during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan.

The qualified biologist and Project Applicant shall coordinate with the City, CDFW, and USFWS to develop a Burrowing Owl Plan to be approved by the City, CDFW, and USFWS prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to house the owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl

Plan. The City will implement the Burrowing Owl Plan following CDFW and USFWS review and approval.

If active burrowing owl burrows are detected outside the breeding season or during the breeding season and it is determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with the City of Jurupa Valley and CDFW. Within Impact Site(s) during Project implementation and construction, the Project applicant shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Plan shall be submitted to CDFW for review and approval within two weeks of detection and no Project activity will continue within 1000 feet of the burrowing owls until CDFW approves the Burrowing Owl Plan. The Project Applicant shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

A final report shall be prepared by a qualified biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report will be submitted to the City and CDFW within 30 days of completion of the survey and burrowing monitoring for mitigation monitoring compliance record keeping.

E. Significance After Mitigation

Implementation of Mitigation Measure MM 4.4-1 would ensure that any Project-related impacts to burrowing owls potentially occurring on or in the vicinity of the Project site would be avoided by conducting a pre- construction presence/absence survey. As such, impacts would be less than significant after implementation of Mitigation Measure MM 4.4-1.

Threshold b:	***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*** ***Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.4-1 under Threshold a would apply to the Project and would reduce impacts relating to biological resources. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

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

B. Impact Analysis

1. Riparian Habitat

No riparian habitat or features regulated by the Santa Ana RWQCB, CDFW and ACOE were documented within or immediately adjacent to the Project site. Therefore, implementation of the Project would not have a substantial adverse effect on any riparian habitat. No impact would occur.

2. Sensitive Natural Community

No suitable habitat was observed for the three (3) narrow endemic plant species that were identified for the Project area. No suitable habitat for sensitive species or plant species including those listed as federal or state threatened/endangered was documented within the Project site. No sensitive vegetation communities listed by CDFW were documented within or adjacent to the Project site. Therefore, implementation of the Project would not have a substantial adverse effect on any sensitive natural community. No impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold c:	***Would the Project have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*** ***Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or an indirect physical change to state or federally protected wetlands.***

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) .

There are no PPPs applicable to the Project related to the topic of State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

B. Impact Analysis

No evidence of vernal pool, ephemeral depressions, stock ponds, road ruts or other wetland features were recorded on the Project site. Accordingly, no impacts to wetlands would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

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

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

PPP 4.4-2 Compliance with the Migratory Bird Treaty Act (MBTA) is required by federal law, which prohibits the disturbance of active nesting territories of migratory birds during the nesting cycle (February 1 through August 31, annually). In compliance with the MBTA, active nests cannot be removed or disturbed during the nesting season.

These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

B. Impact Analysis

1. Wildlife Movement

The Project site does not represent a regional wildlife movement corridor and provides extremely limited cover, food, and no natural unrestricted water courses that would facilitate regional wildlife movement onsite. The Project site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. Also, the Project site is completely bordered by high traffic roads including Interstate 15 to the west and/or high density residential and commercial development. As a result, impacts related to wildlife corridors would be less than significant.

2. Migratory and Nesting Birds

The Project site possess vegetation including trees and shrubs expected to potentially provide nesting habitat for raptors and migratory birds protected under the CDFG Codes. Measures for potential direct/indirect impacts to common and sensitive bird and raptor species will require compliance with the CDFG Code Section 3503 which prohibits the unlawful taking, possession, or needless destruction of the nest or eggs of any bird. Construction outside the nesting season (between September 1st and February 15th) does not require preconstruction nesting bird surveys. However, if construction is proposed between February 16th and August 31st, the Project has the potential to result in the loss of an active nest, resulting in a potential significant impact.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.4-2 **Migratory / Nesting Bird Survey and Protection**. To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) should be conducted, to the greatest extent possible, outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, vegetation grubbing, and grading.

The survey area will include the project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint. Within 72 hours of the nesting bird survey, all areas surveyed by the biologist will be cleared by the Contractor or a supplemental nesting bird survey is required. The survey results shall be provided to the City's Community Development Department. The Project Applicant shall adhere to the following:

a. Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

b. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation

of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist and approved by the City of Jurupa Valley, based on their best professional judgement and experience. The buffer areas shall be avoided until the Project biologist determines the young have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. The qualified biologist shall halt all construction activities within proximity to an active nest if it is determined that the activities are harassing the nest and may result in nest abandonment or take. The qualified biologist shall also have the authority to require implementation of avoidance measures related to noise, vibration, or light pollution if indirect impacts are resulting in harassment of the nest. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

E. Significance After Mitigation

Implementation of Mitigation Measure MM 4.4-2 would ensure that any Project-related impacts to nesting birds potentially occurring on or in the vicinity of the Project site would be avoided by conducting construction activities outside of nesting season or by conducting a nesting bird survey within three days prior to any disturbance of the site. As such, impacts would be less than significant after implementation of Mitigation Measure MM 4.4-2.

Threshold e:	***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the following General Plan Policies:*** ***• COS 1.2 -Protection of Significant Trees;*** ***• COS 1.3 - Other Significant Vegetation.***

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to biological resources protected by a tree preservation policy or ordinance.

There are no PPPs applicable to the Project related to the topic of a tree preservation policy or ordinance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of biological resources protected by a tree preservation policy or ordinance .

B. Impact Analysis

The City of Jurupa Valley has not adopted an ordinance pertaining to the protection of trees. As discussed in EIR Section 4.11, *Land Use and Planning*, the Project would be consistent with all applicable General Plan policies pertaining to biological resources including Conservation and Open Space Policies COS 1.2 (Protection of Significant Trees), 1.3 (Other Significant Vegetation), 2.1 (MSHCP Implementation), and 2.3 (Biological Reports). In particular, COS 1.2 calls for the protection of significant trees. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. California native trees should be protected. No native trees or oak species occur onsite and the removal of ornamental trees would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, including COS 1.2 and 1.3. s. Therefore, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold f:	***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).***

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to biological resources protected by a habitat conservation plan.

PPPs 4.4-1 and 4.4-2 under Thresholds a and d, apply to the Project and would reduce impacts relating to biological resources protected by a habitat conservation plan. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of biological resources.

B. Impact Analysis

The Project site is located completely within the MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities including the City of Jurupa Valley. As previously stated, the Project site is not located within an MSHCP Criteria Area Cell, Cell Group, or Linkage Area. Therefore, no Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or Joint Project Review (JPR) are required. The Biological Resources Technical Report (*Technical Appendix C*) evaluated the Project's compliance with MSHCP Reserve assembly requirements, Section 6.1.1 (Delhi sands flower-loving fly), Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), and 6.14 (Urban / Wildlands Interface). The findings of the MSHCP Consistency Analysis are as follows:

- **Section 6.1.1 (Delhi sands flower-loving fly)**: As shown in Figure 4.4-2, the Natural Resources Conservation Service has the southeastern region (11-acres) of the Project site mapped as Delhi fine sands. However, following a review of historic aerials, the entire Project site has and continues to be actively farmed from at least 1985. Soils documented onsite during the habitat assessment were characterized as loamy/sand. Based on the extensive level of

historic as well as current disturbed conditions, no suitable habitat for the Delhi sands flower-loving fly occurs onsite and focused surveys are not warranted based on the following facts: 1) Project site substrates no longer characterized as Delhi fine sand following annual farming activities; 2) no indicator plant species including California buckwheat, telegraph weed, or California croton detected onsite; and 3) the Project site is dominated by non-native invasive species. The Project is consistent with MSHCP Section 6.1.1.

- **Sensitive Species Surveys (Section 6.3.2)**: The Project site is not located within a Criteria Area Species Survey Area or MSHCP Amphibian or Mammal Species Survey Area; therefore, no surveys are required. The Project is consistent with MSHCP Section 6.3.2.

  The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. No suitable burrowing owl burrows larger than 4 inches in diameter potentially utilized for refugia and/or nesting were documented onsite. Also, no burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within the Project site boundary during the habitat assessment and focused surveys are not warranted. However, the Project site could be colonized if the fields were left fallow. Therefore, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. If burrowing owls are detected onsite during the 30-day preconstruction survey, a burrowing owl relocation plan will be developed for the passive/active translocation of individuals as directed by the RCA and wildlife agencies. With incorporation of Mitigation Measure MM 4.4-1, the Project is consistent with MSHCP Section 6.3.2.

- **Narrow Endemic Plant Species (Section 6.1.3)**: The Project site occurs almost completely within an MSHCP predetermined Survey Area for three (3) MSHCP narrow endemic plant species including San Diego ambrosia, San Miguel savory, and Brand's phacelia (RCA GIS Data Downloads 2021). According to the MSHCP guidelines, focused surveys are required during the appropriate flowering season to document the presence/absence of these species if suitable habitat is present and if the property is located within a predetermined Survey Area (MSHCP 2004). As previously stated, following a review of historic aerials, the entire Project site has and continues to be actively farmed from at least 1985. No MSHCP narrow endemic plant species were detected onsite. Focused MSHCP sensitive plant surveys are not warranted and the Project is consistent with MSHCP Section 6.1.3.

- **Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp (Section 6.1.2)**: No evidence of vernal pool, ephemeral depressions, stock ponds, road ruts or other wetland features were recorded on the Project site. Consistent with conditions documented onsite and as previously stated, the Project site is characterized as loamy sand substrates possessing well drained substrates. No indication of clay substrates or hydric soils were documented within the Project site. A review of historic aerials was conducted to determine if inundated features were present during years of high rainfall when features would certainly be documented. Historic aerials

taken in 2011 represent an ideal baseline during which know (previously documented) inundated vernal pool, ephemeral depressions, stock ponds, road ruts can easily be seen. No sign of indication of inundation was documented within the Project site during a review of historic aerials.

In summary, none of the conditions (i.e., no inundated depressions including road ruts, hydric soils, historic inundation, etc.) were observed or documented within the Project site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water was recorded. No riparian scrub, forest or woodland habitat suitable for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo is present within or adjacent to the Project site. Therefore, the Project is consistent with Section 6.1.2 of the MSHCP.

- **Urban/Wildlands Interface (Section 6.1.4)**: The MSHCP Urban/Wildlands Interface guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. The Project is consistent with MSHCP Section 6.1.4.

- **MSHCP Fuels Management Guidelines (Section 6.4)**: The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. The Project is consistent with MSHCP Section 6.4.

As outlined above, the Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.1.1 (Delhi sands flower-loving fly), Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp), and Section 6.1.4 (Urban/Wildlands Interface). However, implementation of Mitigation Measure MM 4.4-1 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, this impact is considered potentially significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

The implementation of Mitigation Measure MM 4.4-1, under Threshold a, is required.

E. Significance After Mitigation

Implementation of Mitigation Measure MM 4.4-1 would ensure that any Project-related impacts to burrowing owls potentially occurring on or in the vicinity of the Project site would be avoided by conducting a pre- construction presence/absence survey. As such, impacts would be less than significant after implementation of Mitigation Measure MM 4.4-1.

4.4.7 CUMULATIVE IMPACT ANALYSIS

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

The temporary direct and/or indirect impacts of the project would not result in significant cumulative impacts (CEQA Section 15310) to environmental resources within the region of the Project site. Cumulative impacts refer to incremental effects of an individual project when assessed with the effects of past, current, and proposed projects. Although the Project would result in the permanent loss of 199.80 acres of primarily field cropland (field corn) and disturbed/developed habitat, the MSHCP was developed to address the comprehensive regional planning effort and anticipated growth in the City of Jurupa Valley. The proposed Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines and therefore will not result in an adverse cumulative impact.

The MSHCP is a comprehensive multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in western Riverside County. It was developed to address the comprehensive regional planning effort and anticipated growth in the City of Jurupa Valley and other areas of western Riverside County. All projects within the Western Riverside MSHCP Area must comply with the requirements of the MSHCP and all projects must comply with the requirements of the federal Endangered Species Act, the California Endangered Species Act, Sections 401 and 404 CWA, Sections 1600 – 1617 FGC, and all applicable federal, state, regional, and local regulations, policies, and ordinances. Due to their site specific nature, impacts to biological resources, would be specifically assessed on a project-by-project basis for a particularly localized area. As with this project, related projects would be address site-specific impacts to biological resources, through implementation of site-specific recommendations or mitigation measure. Therefore, cumulative impacts on biological resources would not be considerable.

4.5 CULTURAL RESOURCES

The following analysis is based on information obtained from the technical report entitled, *Cultural Resource Study*, which was prepared by BFSA, dated October 10, 2023, and is included as *Technical Appendix D* to this EIR (BFSA, 2023a), and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.5.1 ENVIRONMENTAL SETTING

A. *Environmental Setting*

The Project site lies in the part of the Chino Basin, south of the San Gabriel Mountains and west of the Jurupa Mountains. The San Gabriel Mountains extend east from Newhall Pass in Los Angeles County to the Cajon Pass in San Bernardino County. These mountains are part of the Transverse Ranges with peaks exceeding 9,000 feet above mean sea level (AMSL). Elevations at the Project site range between 640 and 705 feet AMSL. The 153 acre Specific Plan Area and 36 acres south of the Specific Plan Area have been previously impacted by cultivation and been part of agricultural use for several decades. No natural features that are often associated with prehistoric sites, such as bedrock outcrops or natural sources of water, are visible on aerial photographs or maps of the Project site.

B. *Archaeological Setting*

Archaeological resources are those associated with prehistoric cultural sites, prehistoric isolates, and the remnants of historic cultural sites that lack substantive building remnants (termed "historic archaeological sites") such as roads and trails. Prehistoric cultural resources consist of those physical properties that predate the advent of written records in a particular region that are considered important to a culture, subculture, or community for scientific or humanistic reasons. These include geographic districts, structures, sites, objects, and other physical evidence of past human activity. Similar to prehistoric cultural resources, historic cultural resources in a particular geographic region are considered important to a culture, subculture, or community, and postdate the advent of written records. (City of Jurupa Valley, 2017b, p. 4.5.1)

The land within the City has the potential to yield archaeological resources, including tribal cultural resources from past Native American activities which are discussed in Section 4.17, *Tribal Cultural Resources*.

1. Historic Period

Traditionally, the history of the state of California has been divided into three general periods: the Spanish Period (1769 to 1821), the Mexican Period (1822 to 1846), and the American Period (1848 to present). The American Period is often further subdivided into additional phases: the nineteenth century (1848 to 1900), the early twentieth century (1900 to 1950), and the Modern Period (1950 to present). From an archaeological standpoint, all of these phases can be referred to together as the Ethnohistoric Period. European exploration along the California coast began in 1542 with the landing of Juan Rodriguez Cabrillo and his men at San Diego Bay. Sixty years after the Cabrillo expeditions,

an expedition under Sebastian Viscaíno made an extensive and thorough exploration of the Pacific coast. Although the voyage did not extend beyond the northern limits of the Cabrillo track, Viscaíno had the most lasting effect upon the nomenclature of the coast.

The historic background of the project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel (Los Angeles County), who began colonization the region and surrounding areas.

Mexico achieved independence from Spain in 1822 and became a federal republic in 1824. As a result, both Baja and Alta California became classified as territories. Shortly thereafter, the Mexican Republic sought to grant large tracts of private land to its citizens to begin to encourage immigration to California and to establish its presence in the region. Part of the establishment of power and control included the desecularization of the missions circa 1832. These same missions were also located on some of the most fertile land in California and, as a result, were considered highly valuable. The resulting land grants, known as "ranchos," covered expansive portions of California and by 1846, more than 600 land grants had been issued by the Mexican government. Rancho Jurupa was the first rancho to be established and was issued to Juan Bandini in 1838. Although Bandini primarily resided in San Diego, Rancho Jurupa was located in what is now Riverside County.

In 1852, following the law set forth in the Land Act of 1851, Juan Bandini filed a claim for a major portion of his original grant. This claim was confirmed in 1855 by the United States District Court for the place name "Jurupa." Louis Rubidoux purchased a portion of the 32,259.16-acre grant in the 1940s and in 1857, Juan Bandini sold his portion of the Jurupa land grant to his son-in-law, Abel Stearns.

In 1870, the Southern California Colony Association founded the town of Riverside on land purchased from Rancho Jurupa (Rubidoux and Stearns) (presently the downtown "Mile Square" area). Over the next few years, two other colonies were formed in the Arlington-La Sierra area. The three separate enterprises eventually merged in 1875 and the city of Riverside was incorporated in 1883. In the 1890s, the growing citrus industry in the area soon necessitated the need for better irrigation and the West Riverside Jurupa Canal was constructed. The canal was the first to deliver water to the higher Jurupa Plain to the west and was constructed concurrently with other development and multiple other canals and irrigation ditches.

The area previously called Mira Loma to the south of Rubidoux is separated from the town of Riverside by the Santa Ana River. The area was originally called Cucamonga Valley, or Union, before being given the official name of Stalder with the United States Post Office in 1896. Arnold J. Stalder was the first postmaster for the region and ran the postal office out of his home. Circa 1900, the Los Angeles and Salt Lake Railroad (now Union Pacific) added a line through the valley. A train station was built at the intersection of the railway line and Etiwanda Avenue.

4.5.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to cultural resources.

One comment was received related to cultural resources from the Native American Heritage Commission (NAHC) on December 15, 2022. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52. As required by AB 52, the City sent notification to Native American tribes who have previously requested in writing to receive notices pursuant to AB52. Additionally, as required by SB18, the City sent SB18 notification letters to tribes identified by the NAHC as having traditional lands or cultural places located within the boundaries of Riverside County or project region. The results of the tribal consultation process are discussed in Section 4.17, *Tribal Cultural Resources*, of this EIR.

4.5.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. National Historic Preservation Act

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

2. National Register of Historic Places (NRHP)

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. (NPS, n.d.)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archeological investigation about our past? (NPS, n.d.)

Nominations can be submitted to a State Historic Preservation Officer (SHPO) from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the National Park Service (NPS) for a Determination of Eligibility (DOE). Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state. (NPS, n.d.)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, n.d.)

B. State Regulations

1. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1);

- Associated with the lives of persons important to local, California or national history (Criterion 2);

- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3); or

- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under the State Historical Building Code. Further, the local assessor may enter into contracts with property owners for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.) Consent of the owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

2. State Health and Safety Code

California Health and Safety Code (HSC) Section 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. Section 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC Sections 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

3. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, Section 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines Section 15064.5, as follows:

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.*
- *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
  - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
  - *Is associated with the lives of persons important in our past;*
  - *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
  - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

C. Local Regulations

1. City of Jurupa Valley General Plan

The General Plan policies that are related to cultural resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.11, *Land Use and Planning*, of this *EIR*.

2. City of Jurupa Valley Municipal Code

The following Municipal Code provisions that are related to cultural resources and apply to the Project are:

Chapter 8.55 Historic Preservation District. The purpose of this chapter is to 1) Effect and accomplish the protection, enhancement and perpetuation of such improvements which represent or reflect significant elements of the city's history; (2) Safeguard the city's historic heritage, as embodied and reflected in specifically defined historic preservation districts; (3) Stabilize and improve property value; (4) Protect and enhance the city's attraction to residents, tourists and visitors, and serve as a support and stimulus to business and industry; (5) Strengthen the economy of the city; (6) Promote the use of historic preservation districts for the education, pleasure, prosperity and welfare of the people of the city.

4.5.4 METHODOLOGY

The information in this Subsection contains an evaluation of the Project's potential impacts on cultural resources. The majority of the analysis presented herein is based on information obtained from the Project's *Cultural Resources Survey* (*Technical Appendix D* to this EIR). The *Cultural Resources Survey* includes a field survey which covered all areas of the Project, a records search conducted by the EIC at University of California Riverside, a review and integration of previous studies, statutory requirements, and overall results of the monitoring program and significance evaluation.,

4.5.5 BASIS FOR DETERMINING SIGNIFICANCE

Section V of Appendix G to the CEQA Guidelines addresses typical adverse effects to cultural resources. In accordance with Section 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. "Significance Criteria" may be included in a Threshold of significance to provide local context. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to cultural resources. Based on these significance thresholds, a project would have a significant impact on cultural resources if it would:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a resource as described in CEQA Guidelines §15064.S(b).

- The project causes a substantial adverse change or materially alters a resource as identified in General Plan Table 4.1: Designated Historic Structures in Jurupa Valley as amended from time to time.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; and

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a "historic" or "unique" archaeological resource pursuant to CEQA Guidelines §15064.S(c).

c. Disturb any human remains, including those interred outside of formal cemeteries.

Under the City's local significance threshold, the project would have significant effects if: The project disturbs any human remains, including those interred outside of formal cemeteries.

4.5.6 IMPACT ANALYSIS

Threshold a: ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a resource as described in CEQA Guidelines §15064.S(b).

- ***The project causes a substantial adverse change or materially alters a resource as identified in General Plan Table 4.1: Designated Historic Structures in Jurupa Valley as amended from time to time.***

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

1. Plans, Policies, Programs (PPPs)

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

No PPPs occur that are related to historical resources.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of historical resources.

B. Impact Analysis

For purposes of CEQA, a historic resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4852). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and or

4) Has yielded, or may be likely to yield, information important to prehistory or history.

As part of the Project-specific Cultural Resource Study, through a search of existing records, additional background research, and a pedestrian field survey, BFSA evaluated whether any historic resources exist at the Project site.

C. Records Search and Surveys

1. EIC Records Search

A cultural records search for the Project site and the surrounding area within a one-mile radius of the Project site was conducted at the EIC at UCR on November 23, 2021. The records search identified five resources, all historic, within one-half mile of the Project; only one of which (P-33-016681) overlaps the southern portion of the Project. Site P-33-016681 is an overhead electrical power line recorded in 2007 as the Southern Sierras Powerline by Michael. The power line was evaluated by Dice as not eligible for the CRHR and subsequent studies addressing the line have concurred with the 2017 evaluation of the resource. Further, the recorded alignment that did traverse the subject property is no longer extant. The remaining four resources identified during the EIC records search are off-site and include a trash scatter, residence, ranch, and well with associated trash deposit. The records search also identified 27 previous studies conducted within one-half-mile of the Project site and eight of the previous studies overlap the Project.

2. Pedestrian Field Survey

During the pedestrian field survey conducted on November 23, 2021, visibility of the natural ground surface was excellent as the agricultural fields had recently been cleared and plowed. The majority of the Project site has been cultivated for decades and no undisturbed areas exist within the site. The survey did not encounter any restrictions to the inspection of the Project site. The field survey of the Project site did not detect any evidence of surface historic or prehistoric resources. No features, structures, or artifacts were observed during the inspection, and there were no existing elements of the previously recorded transmission line (Site P-33-016681).

At the north side of the property, a wooden barn was noted and investigated as a possible historic structure. However, the ranch foreman indicated that the barn had been moved to this location from the west side of Interstate 15. The agricultural buildings associated with the Project site were located west of the current alignment of Interstate 15 and the ranch was a larger operation years ago. The barn is a simple utilitarian structure and, as it has been moved, it no longer retains any integrity or association with any former agricultural operation. (BFSA, 2023a, p. 3.0-3)

Furthermore, the Project site is not near or adjacent to any resource identified in the City's General Plan, Table 4.1, Designated Historic Structures in Jurupa Valley. The Project would not affect any locally designed historic structures. Therefore, impacts to historical resources visible on the surface would be less than significant.

D. Significance Before Mitigation

Less than significant.

E. Mitigation Measures

Mitigation is not required.

F. Significance After Mitigation

Less than significant.

Threshold b:	***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*** ***Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a "historic" or "unique" archaeological resource pursuant to CEQA Guidelines §15064.S(c).***

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

1. Plans, Policies, Programs (PPPs)

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

No PPPs occur that are related to archaeological resources.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

As noted above, the records searches conducted at ECI resulted in 5 cultural resources being recorded within 1 mile of the Project site. BFSA also requested a SLF search from the NAHC. The search results were negative for any recorded Native American sacred sites or locations of religious or ceremonial importance within the Project vicinity. Notwithstanding, impacts to Native American tribal cultural resources are addressed in Section 4.17, *Tribal Cultural Resources.*

The archaeological field survey of the Project site did not detect any evidence of historic or prehistoric resources visible on the surface. The Project site does not exhibit any landforms that would be associated with prehistoric use, such as bedrock outcrops, streams, or oak trees. Instead, the property is very uniform, characterized as near level to rolling hills topography.

The cultural resources field survey of the Project site did not identify any archaeological resources visible on the surface within the Project site. Given the excellent ground visibility and the indications of decades of plowing, there is likely no potential to encounter buried archaeological deposits during grading activities. (BFSA, 2023a, p. 4.0-1)

While it is unlikely that buried historical resources would be adversely affected by construction of the Project, grading activities associated with development of the Project would cause new subsurface disturbance into native soils and may result in the unanticipated discovery of unique historic archeological resources. In the event of an unanticipated discovery, implementation of mitigation measure 4.5-1 described below would ensure that impacts on archeological resources would be less than significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.5-1 On-Call Archaeologist. Prior to issuance of grading permits, the Project Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resources Consultant List maintained by the County of Riverside Planning Department, has been contracted to be on-call to evaluate any sub-surface archaeological materials to determine their significance under CEQA, and to coordinate this process with the consulting Native American tribe per Mitigation Measures MMs 4.17-1 to 4.17-3.

E. Significance After Mitigation

Less than significant.

Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Under the City's local significance threshold, the project would have significant effects if: The project disturbs any human remains, including those interred outside of formal cemeteries.

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.5-1 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.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to human remains.

B. Impact Analysis

The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Project site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

It is not expected that human remains will be unearthed during construction activities, although a remote potential exists. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of a Native American descent, would be less than significant and mitigation is not required.

C. *Significance Before Mitigation*

Less than significant.

D. *Mitigation Measures*

Mitigation is not required.

E. *Significance After Mitigation*

Less than significant.

4.5.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site. Other development projects would be required to undergo discretionary review and would be subject to the same resource protection requirements and CEQA review as the proposed project.

As discussed, there are no historical resources located on the Project site as discussed under Threshold a. Further, as discussed under Threshold b, there are no significant archaeological resources located on the Project site. Impacts to previously undiscovered subsurface archeological resources are typically site specific. There no immediately adjacent related projects which would result in a cumulatively considerable impact to archaeological resources.

Due to mandatory compliance required of all ground-disturbing construction activities with the provisions of the California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq., human remains would be assured proper treatment if encountered. Because all other development projects within the City of Jurupa Valley and elsewhere in the region similarly would be required to comply with State law, any cumulative impact associated with the discovery of human remains would be reduced to below a level of significance.

4.6 ENERGY

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality, Greenhouse Gas, and Energy Impact Analysis*, which was prepared by Albert A. Webb Associates (Webb), dated October 2023, and is included as *Technical Appendix B* to this EIR (Webb, 2023a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.6.1 EXISTING CONDITIONS

A. Electricity

Under existing conditions, the Project site consists of predominantly disturbed/developed agricultural land; therefore, there is currently minimal electricity consumed within the Project site. The Project site is located within the service area of Southern California Edison (SCE). SCE is one of the nation's largest electric utilities and provides electricity service to more than 15 million people in a 50,000-square-mile area of central, coastal, and Southern California. SCE monitors and maintains a vast electricity system consisting of approximately 12,635 miles of transmission lines and 91,375 miles of distribution lines. In 2019, 38 percent of SCE's energy supply was generated from renewable energy sources, which includes bioenergy, geothermal, small hydropower, conduit hydropower, wind, and solar power.

B. Natural Gas

As mentioned above, the Project site consists of predominantly disturbed/developed agricultural land; therefore, there is currently no natural gas consumed within the Project site. The Project site is located within the service area of the Southern California Gas Company (SCG), a subsidiary of Sempra Energy, a private company. As a public utility, SCG is under the jurisdiction of California Public Utilities Commission (CPUC) but can also be affected by actions of federal regulatory agencies. The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas and Electric (PG&E), SCG, San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. SCG consumed approximately 5.1 billion therms in 2021, of which approximately 2.2 billion therms were consumed by the residential sector and 844 million therms were consumed by the commercial building sector.

C. Transportation Fuel

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In 2021-2022 there were over 15 million vehicles registered in California by the Department of Motor Vehicles (CDMV). In 2019, 39.3 percent of all of California's energy use was used for transportation, approximately 3,060 trillion British thermal units (Btu). In 2019, California consumed 565,056 thousand barrels of petroleum for transportation uses, which is approximately 3,0172 trillion Btu.

4.6.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertained to energy. Additionally, no comments related to energy were received during the public scoping period.

4.6.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was created to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, and energy efficient. Major features of the ISTEA include:

- A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of the Primary System, was established.
- State and local governments were given more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.
- New technologies, such as intelligent vehicle highway systems (now known as Intelligent Transportation Systems or ITS) and prototype magnetic levitation systems, were funded.
- The private sector was tapped as a source for funding transportation improvements.
- The Act continued discretionary and formula funds for mass transit.
- Highway funds were available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat and historic sites, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects, and highway beautification.
- Highway safety was further enhanced by a new program to encourage the use of safety belts and motorcycle helmets.
- State uniformity in vehicle registration and fuel tax reporting was required.

To meet the new ISTEA requirements, Metropolitan Planning Organizations (MPOs) adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The Southern California Association of Governments (SCAG) is a MPO and the Project site is within SCAG's regional authority. SCAG's Regional Council adopted the 2020-2045 RTP/SCS

(referred to as "Connect SoCal"), which is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

2. The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) builds upon the initiatives established in the ISTEA legislation discussed previously. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

B. State Regulations

1. California Energy Code - Title 24 of the California Code of Regulations

The California Energy Code (Title 24, Part 6 of the California Code of Regulations) was established in 1978 to reduce California's energy consumption. Energy use standards in the Code, referred to as Building Energy Efficiency Standards, are updated on an approximately three-year cycle. Energy consumption by new buildings in the State is regulated by the California Energy Commission (CEC) via the Building Energy Efficiency Standards. These efficiency standards (commonly referred to as Title 24 standards) apply to newly constructed buildings and additions and alterations to existing buildings. They are designed to reduce wasteful, uneconomic, inefficient or unnecessary consumption of energy, and enhance outdoor and indoor environmental quality. The recently adopted 2022 Building Energy Efficiency Standards (Energy Code), which went into effect January 1, 2023, focuses on four key areas in new construction of homes and business by: 1) encouraging electric heat pump technology and use, 2) establishing electric-ready requirements when natural gas is installed, 3) expanding solar photovoltaic (PV) system and battery storage standards, and 4) strengthening ventilation standards to improve indoor air quality. Specifically, the 2022 updates require all new homes be electric-ready. That means buildings with gas stoves have electrical panels and wiring to support a switch to electric stoves. Further advancements and cost reductions will continue to expand electric options for heating, cooking, laundering, and EV charging to meet all Californians' needs. The Project will be subject to the Energy Code (California Code of Regulations Title 24, Part 6).

It is projected that the Energy Code will reduce 10 million metric tons of GHGs over 30 years. This reduction is equivalent to taking nearly 2.2 million cars off the road for a year. (CEC 2022) On a statewide basis throughout 2023, all measures for newly constructed buildings and altered components of existing buildings collectively would save approximately 33 million therms of fossil fuel natural gas and 1.3 billion kWh of electricity. Local government agencies may adopt and enforce energy standards

for new buildings, provided that standards meet or exceed those contained in Title 24. The City has adopted the California Code of Regulations Title 24.

2. Green Building Standards

The purpose of Title 24, specifically Part 11, known as the California Green Building Standards (CALGreen) Code, is to encourage sustainable construction practices that reduce negative impacts on the environment through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State. Applicable requirements of the CALGreen Code include electric vehicle (EV) charging station infrastructure for single family homes and EV charging space requirements for multifamily homes.

3. Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the CEC to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20 percent of the buyers had opted for the solar option (SB-1).

4. Assembly Bill 1109

Signed October 12, 2007, Assembly Bill 1109 (AB 1109), the Lighting Efficiency and Toxic Reduction Act, required the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.

5. Senate Bill 350

Senate Bill 350 (SB 350), signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are (SB-350):

1. To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources.

2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

6. Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (California Code of Regulations [CCR] Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California.

C. Regional Regulations

1. 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy which demonstrates how the region will achieve the GHG emissions reduction targets set by California Air Resources Board (CARB). Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). Connect SoCal is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by SCAG's Regional Council.

2. Western Riverside Council of Governments (WRCOG)

The Western Riverside Council of Governments (WRCOG) completed a Subregional Climate Action Plan (CAP) in June 2014. Twelve cities in Western Riverside County, including Jurupa Valley, joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and suggested action steps that the City might take to implement a CAP of its own. WRCOG also prepared the Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT.

D. Local Regulations

The General Plan policies that are related to energy resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.11, *Land Use and Planning*, of this EIR.

4.6.4 METHODOLOGY

1. Construction

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files in Appendix B

of the Project's Air Quality, Greenhouse Gas, and Energy Impact Analysis (*Technical Appendix B* of this EIR). The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the South Coast AQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's (CARB's) EMFAC 2021 web-based model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 25 percent light duty gasoline auto and 75 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Hauling trucks were assumed to be heavy-duty trucks.

2. Operation

Annual electricity and natural gas consumption, and energy impacts associated with transportation were calculated using demand factors provided in CalEEMod. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2021.

4.6.5 Basis for Determining Significance

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

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

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

- Does not meet state or federal energy standards.
- Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.
- Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

- Does not include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentive, as appropriate.

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

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

- Does not meet the requirements of Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code.

- Does not meet the following General Plan Policies (if applicable):

    - COS 5.1 - Best Available Practices.
    - COS 5.5- Energy Efficiency and Green
    - COS 5.8 – Reduce "Heat Island" Effect

4.6.6 IMPACT ANALYSIS

Threshold a: ***Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

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

• Does not meet state or federal energy standards.

• Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.

• Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

• Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

• Does not include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentive, as appropriate.

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.6-1 Prior to the issuance of a building permit, the Building and Safety Department will ensure that the Project is designed, constructed, and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards and CCR Title 24 CALGreen Standards.

PPP 4.6-2 Construction vehicle operators are required to comply with CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, which limits idling times of construction vehicles to no more than five minutes. Prior to issuance of grading permit, the City shall verify

that grading plans contain the following note; "A sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling."

2. Project Design Features (PDFs)

The proposed Specific Plan includes design features that are intended to reduce energy and water usage thereby reducing energy demand. Chapter 5, Landscape Design Guidelines, of the Specific Plan, emphasizes the importance of energy conservation when designing any light system. The landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project. Additionally, Section 3.2, Mobility Plan, includes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails would reduce VMT and associated energy consumption by facilitating alternative modes of transportation.

B. Impact Analysis

1. Construction Energy Use

Project construction would require the use of construction equipment for demolition, site preparation, grading, building construction, paving, architectural coating, as well as construction workers and vendors traveling to and from the Project site, and hauling trips. Construction equipment requires diesel as the fuel source and construction worker and vendor trips use both gasoline and diesel fuel. As shown in Table 4.6-1, *Construction Energy Use*, a total of approximately 686,609 gallons of diesel fuel and approximately 623,153 gallons of gasoline are estimated to be consumed during Project construction.

Table 4.6-1 Construction Energy Use

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[a]	170,783 Gallons
Off-Road Construction Equipment[b]	515,825 Gallons
Diesel Total	**686,609 Gallons**
Gasoline	
On-Road Construction Trips[a]	623,153 Gallons
Off-Road Construction Equipment[c]	-
Gasoline Total	**623,153 Gallons**

Notes:

[a] On-road mobile source fuel use based on VMT from CalEEMod for construction in 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web-based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix B of the *Air Quality, Greenhouse Gas, and Energy Impact Analysis* (*Technical Appendix B)* for calculation details.

[b] Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on South Coast AQMD CEQA Air Quality Handbook, Table A9-3E.

[c] All emissions from off-road construction equipment were assumed to be diesel.

Source: (Webb, 2023a, Table 19)

Fuel consumption from on-site heavy-duty construction equipment and construction activities would be temporary in nature and would represent a negligible demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 12.7 billion gallons of gasoline and 2.8 billion gallons of diesel fuel in 2021, which is the most recent published data. Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed development through energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

2. Operation Energy Use

Energy consumption related to Project operations includes onsite electricity and natural gas usage and transportation fuel consumption.

The Project's electrical consumption was estimated to be approximately 15,562,465 kilowatt-hours (kWh) of electricity per year, this is the sum of the building electricity (14,564,772 kWh/year) and electricity related to the Project's water consumption (997,693 kWh/year). Additionally, the Project's natural gas consumption was estimated to be approximately 37,200,110 kilo-British thermal units (kBTUs) or approximately 372,090 therms. In comparison to the Project, SCE, who provides service to the City, consumed approximately 81.1 billion kWh and the Southern California Gas Company consumed approximately 5.1 billion therms in 2021. At full build-out, the Project site's energy demand would be a negligible amount of the existing electricity and the natural gas demand in the respective service area.

Additionally, a total of approximately 3,070,977 gallons of gasoline fuel and approximately 580,650 gallons of diesel fuel are estimated to be consumed each year. As stated above, the State of California consumed approximately 12.7 billion gallons of gasoline and 2.7 billion gallons of diesel fuel in 2021. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Moreover, the Project site is located within close proximity to the regional and local roadway system, including I-15. The Specific Plan's Mobility Plan, which includes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails would also reduce VMT and associated energy consumption by facilitating alternative modes of transportation.

The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: ***Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

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

- ***Does not meet the requirements of Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code.***
- ***Does not meet the following General Plan Policies (if applicable):***
  - ***COS 5.1 - Best Available Practices.***
  - ***COS 5.1 – Energy Efficiency and Green Building***
  - ***COS 5.8 – Reduce "Heat Island" Effect***

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.6-1 (listed under Threshold (a) applies to the Project and would reduce impacts relating to energy. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Specific Plan includes design features that are intended to reduce energy and water usage thereby reducing energy demand. Chapter 5, Landscape Design Guidelines, of the Specific Plan,

emphasizes the importance of energy conservation when designing any light system. The landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project. Additionally, Section 3.2, Mobility Plan, includes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails would reduce VMT and associated energy consumption by facilitating alternative modes of transportation.

B. Impact Analysis

The Project would be required to comply with City, State and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Further, the Project will comply with the CALGreen code. This would be accomplished through implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, and providing EV charging station infrastructure. The Project also reduces vehicle fuel usage due to compliance with State regulatory programs. The vehicles used by future residents would be subject to AB 1493 ("the Pavley Standard") which requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. Executive Order S-01-07 that went into effect in 2010 required a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025 and Advanced Clean Cars II requirements extend beyond 2030.

Therefore, impacts to obstructing a State or local plan for renewable energy or energy efficiency during construction or operation would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.6.7 CUMULATIVE IMPACT ANALYSIS

The proposed Project and cumulative development projects in the City of Jurupa Valley and service areas of Southern California Edison and SoCal Gas would be required to comply with all applicable federal, State, and local regulatory measures aimed at reducing fossil fuel consumption and the conservation of energy. Accordingly, the Project would not cause or contribute to a significant cumulatively considerable impact, involve wasteful, inefficient, or unnecessary consumption of energy, and would not conflict with a State or local plan for renewable energy or energy efficiency.

4.7 GEOLOGY AND SOILS

The following analysis is based on information obtained from the technical reports entitled, *Geotechnical and Infiltration Evaluation for the Proposed Residential Development*, dated April 10, 2023, prepared by GeoTek, Inc. (hereinafter "GeoTek") (GeoTek, 2023a) (*Technical Appendix E* to this EIR); the *Geotechnical Evaluation for the Proposed Commercial Development*, dated April 10, 2023, prepared by GeoTek (GeoTek, 2023b) (*Technical Appendix F* to this EIR); the Geophysical Survey, dated October 15, 2021, prepared by SubSurface Surveys (SubSurface Surveys, 2021) (*Technical Appendix G* to this EIR); the *Paleontological Assessment*, dated October 10, 2023, prepared by Brian F. Smith and Associates (BFSA, 2023b) (*Technical Appendix H* to this EIR); the *Preliminary Water Quality Management Plan*, dated July 11, 2023, prepared by JLC Engineering & Consulting, Inc. (JLC, 2023a) (*Technical Appendix K* to this EIR); the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); and, the Santa Ana Regional Water Quality Control Board Basin Plan (SARWQCB, 2019). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.7.1 ENVIRONMENTAL SETTING

The Project site consists of approximately 200.7 acres of mainly agricultural land in the City of Jurupa Valley, Riverside County, located east of Interstate 15 (I-15), west of Pats Ranch Road, south of Bellegrave Avenue, and north of Limonite Avenue.

Topographically, the Project site slopes gently downward to the south at an approximate two percent gradient. Elevations of the Project site range from approximately 665 to 700 feet above sea level with approximately 60 feet of elevation differential across the site. (GeoTek, 2023a; GeoTek, 2023b)

A. Regional Geologic Setting

The subject property is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America. It extends approximately 975 miles south of the Transverse Ranges geomorphic province to the tip of Baja California. The province varies in width from about 30 to 100 miles. It is bounded on the west by the Pacific Ocean, on the south by the Gulf of California and on the east by the Colorado Desert Province.

The subject property is in an area geologically mapped to be underlain by alluvium. No active faults are shown in the immediate site vicinity on the maps reviewed for the area. (GeoTek, 2023a; GeoTek, 2023b)

B. Soils

1. Fill

Fill was encountered in all of the exploratory trenches excavated on the Project site to depths ranging from approximately 2 to 4 feet below existing grade. Due to the method of exploration and similar characteristics of the fill and native materials, the boring exploration did not identify the fill to natural

soil transitions. However, based on field observations and findings of the exploratory trenches, the fill is anticipated to cover the entire site. (GeoTek, 2023a)

Within the approximately 36 acres of the site designated for commercial uses, undocumented (agricultural) fill is anticipated to be present on the site to depths ranging from approximately 1 to 2 feet below existing grade. The undocumented fill is likely a result of the historical use of the site for agriculture purposes and the subsequent ground disturbance/tilling that has occurred after. The fill encountered in the exploratory trenches generally consisted of sandy and clayey silts, silty sands, clayey sands and sandy clays with variable amounts of organic material. Greater depths of fill may be present within unexplored areas of the site, especially within the extreme northern portion of the site within the existing structure and agricultural support areas. (GeoTek, 2023a; GeoTek, 2023b)

2. Alluvium

Alluvial soils were encountered in all the exploratory borings, trenches and infiltration test borings and extended to the maximum depths explored (51.5 feet). As encountered in the borings, the alluvium consisted of interbedded layers of sandy and clayey silts, silty sands, clayey sands, sandy and silty clays and relatively clean sands with variable amounts of gravel and organic materials.

Based on the laboratory test results, the near surface soils within the Project site have a "very low" to "low" expansion index potential. Near surface soils have a soluble sulfate content of less than 0.1 percent. (GeoTek, 2023a; GeoTek, 2023b)

C. Groundwater

Groundwater was not encountered within any of the exploratory borings drilled at the site to the maximum depth drilled of 51.5 feet below the existing ground surface. Based upon review of records noted on the State Department of Water Resources Water Data Library website, the closest groundwater well to the site is located across the I-15 freeway within the southeastern portion of the nearby Eastvale Gateway commercial site. Records for this well (local well code: Chino-1207985) between 2010 and 2022 indicate that groundwater elevation in the region ranges from 555 to 563 feet above sea level. Using the lowest ground elevation at the site of approximately 660 feet, depth to groundwater is approximately 100 feet below ground surface. (GeoTek, 2023a; GeoTek, 2023b)

D. Earthquake Faults

The geologic structure of the entire State area is dominated mainly by northwest-trending faults associated with the San Andreas system. The Project site is in a seismically active region. However, the site is not situated within a State of California designated "Alquist-Priolo" Earthquake Fault Zone. The nearest known active fault is the San Andreas fault located approximately 3.75 miles northeast of the Project site. (GeoTek, 2023a)

E. Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground-shaking during an earthquake include liquefaction, seiches and tsunamis, earthquake induced flooding, and landsliding, each of which is discussed below.

1. Liquefaction Evaluation

Liquefaction describes a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral movement, sliding, consolidation and settlement of loose sediments, sand boils and other damaging deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, the effects can propagate upward into overlying non-saturated soil as excess pore dissipates.

The factors known to influence liquefaction potential include soil type and grain size, relative density, groundwater level, confining pressures, and both intensity and duration of ground shaking. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content under low confining pressure.

While the County of Riverside indicates that the site has a “high” liquefaction potential, the property has not been mapped in a liquefaction zone by the State of California. In addition, based on the depth to groundwater of approximately 100 feet below grade, the potential for liquefaction at the site is very low. (GeoTek, 2023a; GeoTek, 2023b)

2. Seiches and Tsunamis

The Project site is located approximately 34 miles east of the Pacific Ocean and is located approximately 10.4 miles northwest of Lake Mathews. The Project site is not located in the vicinity of any other large water bodies. There is no potential for the Project site to be affected by a seiche or tsunami (earthquake-generated wave) due to the absence of any large bodies of water near the site (Google Earth Pro, 2020).

3. Earthquake Induced Flooding

There are no large water storage facilities (i.e. dams) located on or near the Project site which could possibly rupture during an earthquake and affect the site by flooding (Google Earth Pro, 2020). Moreover, the Project site is not located within a designated dam inundation zone. (DWR, 2021)

4. Seismically-Induced Landsliding

Ground accelerations generated from a seismic event can produce settlements in sands or in granular earth materials both above and below the groundwater table. This phenomenon is often referred to as seismic settlement and is most common in relatively clean sands, although it can also occur in other

soil materials. The results of the Geotechnical and Infiltration Evaluation indicate a total seismic settlement of approximately 0.83 inches. (GeoTek, 2023a)

Due to the general flat terrain, there is no potential for seismic induced landslides or lateral spreading on the Project site. (GeoTek, 2023a; GeoTek, 2023b) Surrounding areas do not include any hillsides, landforms, or slopes that could impact the Project site in event of seismic activity.

F. Paleontological Literature Review

A paleontological literature review and collections and locality records search was conducted for the Project using records from prior BFSA projects, the Division of Geological Sciences at the San Bernardino County Museum (SBCM), the Los Angeles County Museum of Natural History (LACM), and the Western Science Center in Hemet (WSC), as well as data from published and unpublished paleontological literature. The resulting locality records search did not identify any previously recorded fossil localities from within the boundaries of the Project. The closest known recorded fossil locality is approximately 1.5 miles west of the Project, consisting of the remains of a whipsnake (*Masticophis* sp.), found at a depth of nine to 11 feet (LACM locality no. 7811). About one-half mile west of LACM loc. 7811, BFSA paleontological monitors discovered Pleistocene vertebrate fossils during trenching activities at the County Line Channel project. Fossils occurred at depths ranging from 11 to 17 feet deep and consisted of fragmentary bones from a camel (*Camelops* sp.cf. *C. hesternus*), a fragmentary jaw of a bighorn sheep (*Ovis canadensis*), and several unidentifiable large mammal bone fragments. About 2.5 miles west of the current Project site in Ontario, fragmentary Pleistocene mammalian bones were recovered from depths of 5 to 7 feet deep at a residential subdivision project. The County Line Channel and Ontario specimens are housed at the WSC. The closest known fossil locality recorded by the SBCM is approximately 3 to 4 miles north, also in Ontario, consisting of the remains of a Pleistocene mammoth. (BFSA, 2023b)

4.7.2 NOP/Scoping Comments

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to geology and/or soils. Additionally, no comments related to geology and/or soils were received during the public scoping period.

4.7.3 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations governing issues related to geology, soils, and paleontological resources.

A. Federal Regulations

1. Federal Water Pollution Control Act (Clean Water Act)

The Federal Water Pollution Control Act (also known as the Clean Water Act (CWA)) is the principal federal statute that addresses water resources. The provision of the CWA applicable to geology and soils is CWA Section 402, which applies to all construction sites of over one acre in size and, in part, serves to control the potential impacts of erosion. CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The CWA Section 402 would be applicable to the proposed Project because the Project site is larger than one acre in size.

B. State Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CGS, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CGS, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CGS, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose

of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CGS, n.d.)

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CGS, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the Zones of Required Investigation to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CGS, n.d.)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CGS, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CGS, n.d.)

4. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2010, p. 6)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2010, pp. 6-7).

C. Regional Policies

1. South Coast Air Quality Management District Rule 403

The South Coast Air Quality Management District (South Coast AQMD) is responsible for enforcing air pollution control measures in the South Coast Air Basin, within which the Project site is located. Rule 403 (Fugitive Dust) addresses blowing dust from construction sites and is applicable to the Project due to the potential for wind erosion during Project grading and construction activities.

D. General Plan

The specific policies outlined in the City's General Plan that are related to geology and soils and that apply to the proposed Project, are listed and discussed in the General Plan Consistency Analysis table in Subsection 4.11, *Land Use and Planning*, of this *EIR*.

4.7.4 Basis for Determining Significance

CEQA Guidelines Appendix G, Environmental Checklist, and the City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance, August 20, 2020, sets forth the following significance thresholds and criteria for geology and soils impacts. Note: There are no Alquist-Priolo earthquake fault zones located in Jurupa Valley, therefore, this topic is not addressed in the Draft EIR. In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to geology and soils. Based on these significance thresholds, a project would have a significant impact on geology and soils if it would:

a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

    1. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);*

       Under the City's local significance threshold, the project would have significant effects if: The project is located within an Alquist-Priolo Earthquake Fault Zone as shown on General Plan Figure 8-4 - Mapped Fault Zones.

    2. *Strong seismic ground shaking;*

       Under the City's local significance threshold, the project would have significant effects if: The project site is located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map.

3. *Seismic-related ground failure, including liquefaction; and*

   Under the City's local significance threshold, the project would have significant effects if: The project is located within an area susceptible to liquefaction as shown on General Plan Figure 8-5 Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction or based on a project specific geotechnical report.

4. *Landslides.*

   Under the City's local significance threshold, the project would have significant effects if: The project is located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley.

b. *Result in substantial soil erosion or the loss of topsoil;*

   Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;*

   Under the City's local significance threshold, the project would have significant effects if: The project is located within the following areas:

   - General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley
   - General Plan Figure 8-5: Liquefaction Susceptibility in Jurupa Valley
   - An area susceptible to subsidence as identified in the Parcel Report available on the Riverside County Map My County website

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;*

   Under the City's local significance threshold, the project would have significant effects if: The project site is located on soil that has an El Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water*; *or*

   Under the City's local significance threshold, the project would have significant effects if: The project's proposed septic tanks or alternative waste water disposal system do not meet

the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Under the City's local significance threshold, the project would have significant effects if: The project is identified as "HIGH SENSITIVITY (HIGH H)" for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

NOTE: Unique geologic features in this document are those that are unique to the field of geology. There are no unique geologic features identified in the General Plan.

4.7.1 IMPACT ANALYSIS

Threshold a: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);

Under the City's local significance threshold, the project would have significant effects if: The project is located within an Alquist-Priolo Earthquake Fault Zone as shown on General Plan Figure 8-4 - Mapped Fault Zones.

ii) strong seismic ground shaking;

Under the City's local significance threshold, the project would have significant effects if: The project site is located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map.

iii) seismic-related ground failure, including liquefaction;

Under the City's local significance threshold, the project would have significant effects if: The project is located within an area susceptible to liquefaction as shown on General Plan Figure 8-5 Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction or based on a project specific geotechnical report.

iv) landslides?

Under the City's local significance threshold, the project would have significant effects if: The project is located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley.

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.7-1 State law requires that the design and construction of new structures comply with current California Building Code requirements which addresses general geologic,

seismic, and soil constraints for new buildings, including ground shaking. Prior to grading and building permit issuance, the City shall verify that the following note is included on grading and building plans, and project contractors shall be required to ensure compliance with the note. This note also shall be specified in bid documents issued to prospective construction contractors.

Construction activities shall occur in accordance with all applicable requirements of the California Code of Regulations (CCR), Title 24 (also known as the California Building Standards Code or the California Building Code) in effect at the time of construction.

PPP 4.7-2 Prior to the issuance of grading and building permits, the City Engineering Department and City Building and Safety Department shall review the detailed construction plans to ensure concurrence with the recommendations specified in the Project's Geotechnical Investigation.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

1. Rupture of a Known Earthquake Fault

As discussed previously, no active or potentially active faults are known to exist at the Project site and the Project site does not lie within any Alquist-Priolo Earthquake Fault Zones as shown on General Plan Figure 8-4 - Mapped Fault Zones. Because the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and because no known active faults underlie the Project site, the Project site would not be exposed to fault rupture during a seismic event and no impact would occur.

2. Strong Seismic Ground Shaking

As discussed previously, the site is not situated within a State of California designated "Alquist-Priolo" Earthquake Fault Zone. The Project site is not located within a seismic hazard area as identified in the DOC's Earthquake ZORI (DOC, n.d.). As with much of the southern California region, the Project site is located in a seismically active area. The buildings and supporting infrastructure improvements proposed within the Project site would be subject to ground shaking during seismic events along local and regional faults that would occur during the lifetime operation of the proposed Project. Therefore, the Project has the potential to expose people or structures to adverse effects associated with seismic events. However, the design and construction of the structures and infrastructure improvements at the Project site would be subject to the mandatory requirements and standards of the California Building Standards Code (CBSC) Title 24 (CALGreen) and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, which are designed to attenuate the effects of strong ground shaking. Compliance with applicable requirements of CBSC CALGreen and the City of Jurupa Valley

Municipal Code would be assured through City review of grading and building permits which would ensure that seismic ground shaking effects are attenuated (these requirements would be required through adherence to PPPs 4.7-1 and 4.7-2). The requirements identified in the CBSC CALGreen regulations are designed to ensure that buildings are able to withstand the levels of seismic ground shaking to which the proposed Project would be subject. Accordingly, the Project would have a less than significant impact associated with seismically-induced ground shaking.

3. Seismic-Related Ground Failure, Including Liquefaction

As previously discussed, while the County of Riverside indicates that the site has a "high" liquefaction potential, the property has not been mapped in a liquefaction zone by the State of California. In addition, based on the depth to groundwater at the site of approximately 100 feet below grade, the Project-specific geotechnical investigation concludes that the potential for liquefaction at the Project site is very low. (GeoTek, 2023a; GeoTek, 2023b) Thus, the proposed Project would have a less than significant impact regarding seismic-related ground failure, including liquefaction.

4. Landslides

As detailed in the Project-specific Geotechnical Evaluations (EIR *Technical Appendices E and F*), due to the general flat terrain, there is no potential for seismic induced landslides (GeoTek, 2023a; GeoTek, 2023b). Thus, the occurrence of mass movement failures such as landslides, rockfalls, or debris flows within the area would not occur and the Project would have no impact with respect to landslides.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b:	***Would the Project result in substantial soil erosion or the loss of topsoil?***
	Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

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

1. Plans, Policies, and Programs

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

The following apply to the Project and would reduce impacts relating to soil erosion or the loss of topsoil. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.7-3 Prior to grading permit issuance, the Project Proponent shall prepare a Stormwater Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance.

PPP 4.7-4 The Project shall be in compliance with Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls of the City of Jurupa Valley Municipal Code.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

1. Construction-Related Activities

The entire 153-acre Specific Plan area, an additional 36 acres south of the Specific Plan area, and a portion of the off-site improvement area would be mass graded in Phase 1. Per the Project's Conceptual Grading Plan (Figure 3-11 of this EIR), the Project site would be graded in a manner that approximates the site's existing topographic conditions. The grading ensures that the gradient of the proposed surface would allow the Project to provide adequate slopes for streets to meet street design criteria and to provide flood protection for the future building pads within the Project site.

The proposed grading activities associated with the Project would temporarily expose underlying soils to water and air which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the temporary exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season

after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. As part of the mandatory Municipal Code and NPDES requirements, the Project Applicant would also be required to prepare a SWPPP that would identify construction best management practices (BMPs). BMPs (i.e. silt fencing, sand bags, etc.) would be implemented during the construction phase to reduce the Project site's potential for soil erosion or the loss of topsoil. In addition, construction activities associated with the Project would be required to comply with SCAQMD Rule 403, Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Mandatory compliance with the Project's NPDES permit and SCAQMD Rule 403 would ensure that water and wind erosion during the Project's construction-related activities would be minimized. Accordingly, construction-related impacts associated with soil erosion and loss of topsoil would be less than significant.

2. Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces (i.e., building foundations and paved parking areas). Minimal areas of exposed soil would occur in the Project site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. The Project site is located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan (ADP). There are several storm drain infrastructure facilities that have been constructed and provide regional flood protection for the Project, as discussed in Section 3.0, *Project Description*. Runoff from the Project would flow into a subsurface basin and water quality/detention basins and then into the existing Line J storm drain system.

As described in Section 4.10, *Hydrology and Water Quality*, of this DEIR, the Project Applicant is required to prepare and submit to the City a Project-specific Water Quality Management Plan (WQMP). The Preliminary WQMP is appended to this EIR (*Technical Appendix K*) and has been submitted for City approval. The WQMP is required to identify and implement an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges. Adherence to the requirements noted in the Project's required WQMP (*Technical Appendix K* of this EIR), and City of Jurupa Valley Municipal Code Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, would ensure that the Project's potential erosion impacts during operation would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold c:	***Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***
	Under the City's local significance threshold, the project would have significant effects if: The project is located within the following areas:
	• General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley
	• General Plan Figure 8-5: Liquefaction Susceptibility in Jurupa Valley
	• An area susceptible to subsidence as identified in the Parcel Report available on the Riverside County Map My County website

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.7-1 and 4.7-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to unstable soils. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

Potential landslide and liquefaction hazards are addressed above under the discussion and analysis of Threshold a. Figure 8-5, Liquefaction Susceptibility of the City's General Plan shows that the Project site is within a "high" liquefaction susceptibility area. As previously discussed, while the County of Riverside indicates that the site has a "high" liquefaction potential, the property has not been mapped in a liquefaction zone by the State of California. In addition, based on the depth to groundwater at the

site of approximately 100 feet below grade, the Project-specific geotechnical investigation concludes that the potential for liquefaction at the Project site is very low. Figure 8-6, Landslide Susceptibility of the City's General Plan shows that the Project site is not within a "high" or "very high" landslide susceptibility area. As discussed above, due to the general flat terrain, there is no potential for seismic induced landslides (GeoTek, 2023a; GeoTek, 2023b). Therefore, impacts would be less than significant.

As discussed above, the results of the *Geotechnical and Infiltration Evaluation* indicate a total seismic settlement of approximately 0.83 inches. Based on the magnitude of estimated seismic settlements, special mitigation or design is not considered necessary. Nevertheless, the Project-specific *Geotechnical and Infiltration Evaluation* and *Geotechnical Evaluation* (EIR *Technical Appendix E and F*) provides standard recommendations for site grading, site preparation, and placement of fill material that would avoid the potential for settlement. As stated above, the Project would include PPP 4.7-1 and PPP 4.7-2, which requires the Project Applicant to comply with the design standards and safety recommendations provided in the Project-specific Geotechnical Evaluations. With the implementation of the recommendations provided in the Project-specific Geotechnical Investigation as required by PPP 4.7-1 and 4.7-2, the Project's potential impacts related to geologic stability will be less than significant.

The Project-specific *Geotechnical and Infiltration Evaluation* and *Geotechnical Evaluation* (EIR *Technical Appendices E and F*) did not identify any potential for hazards associated with lateral spreading, subsidence, or collapsible soils at the Project site. Further, compliance with the standards of CBSC CALGreen and Title 8, Buildings and Construction, of the City of Jurupa Valley Municipal Code would ensure that the Project would not result in any potential impacts associated with lateral spreading, subsidence, or collapse.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d: ***Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Under the City's local significance threshold, the project would have significant effects if: The project site is located on soil that has an El Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.7-1 and 4.7-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to expansive soils. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

According to the Project-specific *Geotechnical and Infiltration Evaluation* and *Geotechnical Evaluation* (EIR *Technical Appendices E and F*), based on the expansion index testing performed for this report, site soils possess a "very low" (0-20) to "low" (21-50) expansion index potential (ASTM D4829). Based upon visual examination of the site soils and past experience in the area, soils possessing a "medium" expansion index (51-90) may be encountered at the site. (GeoTek, 2023a; GeoTek, 2023b). The Project site is not located on soil that has an El Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829. Additionally, mandatory implementation of the standards of CBSC CALGreen and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, would further ensure that impacts associated with expansive soils would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e: ***Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

Under the City's local significance threshold, the project would have significant effects if: The project's proposed septic tanks or alternative waste water disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs related to septic tanks or alternative wastewater disposal systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

Sanitary sewer service to the Project site would be provided by the Jurupa Community Services District (JCSD). As shown in Figure 3-14, the proposed 8-inch to 10-inch sewer lines would extend along the interior roads of the Specific Plan Area and connect to the existing 10-inch to 12-inch sewer line located in Pats Ranch Road. Sewer flows from the Specific Plan Area would be discharged into the Inland Empire Brine Line for treatment by the Orange County Sanitation District and ultimately flows into the Pacific Ocean. No septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold f: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Under the City's local significance threshold, the project would have significant effects if: The project is identified as "HIGH SENSITIVITY (HIGH H)" for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

NOTE: Unique geologic features in this document are those that are unique to the field of geology. There are no unique geologic features identified in the General Plan.

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

1. Plans, Policies, and Programs (PPPs)

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

No PPPs occur that are related to paleontological resources.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

BFSA staff conducted a site visit on November 23, 2021. Visibility of the natural ground surface was excellent as the agricultural fields had recently been cleared and plowed. The entire property has been cultivated for decades and no undisturbed areas exist within the project. No paleontological resources were identified as a result of the survey.

As shown of Figure 4, Paleontological Sensitivity Map, in the Paleontological Assessment (*Technical Appendix H* of this EIR), the northern three-fourths of the Project site designated as "High B" paleontological sensitivity. The County of Riverside identifies a "High B" ranking as "equivalent to High A, but…based on the occurrence of fossils at a specified depth below the surface. The category High B indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities". Deposits at the southern fourth of the Project site are designated as "High A" paleontological sensitivity. The County of Riverside has defined areas assigned a "High A" potential for yielding paleontological resources "based on [the presence of]

geologic formations or mappable rock units that are rocks that contain fossilized body elements, and trace fossils such as tracks, nests, and eggs. These fossils occur on or below the surface" (BFSA, 2023b).

Research has revealed the presence of early Pleistocene-aged very old alluvial channel deposits mapped at the southern portion of the project. In western Riverside County, old and very old alluvial fan deposits are known to yield terrestrial vertebrate fossils. Therefore, impacts to paleontological resources are considered potentially significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.7-1 Prior to the issuance of any permits allowing ground-disturbing activities, the Project Applicant shall retain a qualified paleontologist or paleontological monitor. The qualified paleontologist shall monitor mass grading and excavation activities in areas identified as likely to contain paleontological resources. Full-time monitoring of grading or excavation activities shall be performed starting from the surface in undisturbed areas of Pleistocene very old alluvial fan deposits within the Project boundary, as mapped by Morton and Gray (2002; $Qvoa_a$ on Figure 3). Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.

MM 4.7-2 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading pursuant to the recommendations provided in Paleontological Assessment prepared by BFSA on March 27, 2023 (*Technical Appendix H* to this EIR) and the criteria identified below.

Excavation and grading activities in deposits with high paleontological sensitivity (as identified in MM 4.7-1) shall be monitored by a paleontological monitor following the PRIMP. The performance standards set forth in the PRIMP shall include:

a. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 away from the area of the find in order to assess its significance.

b. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and adjust the level of monitoring if needed.

c. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution.

d. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center Museum, 2345 Searl Parkway, Hemet, California 92543). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities.

e. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location.

E. Significance After Mitigation

The implementation of Mitigation Measures MM 4.7-1 through MM 4.7-2 would ensure that any previously undiscovered paleontological resources that may be encountered during Project construction would be identified and appropriately preserved. Accordingly, impacts would be less than significant with mitigation incorporated.

4.7.2 Cumulative Impact Analysis

With regards to Thresholds a, c, and d, potential geologic and soils effects are inherently restricted to the areas proposed for development on the Project site and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, issues including seismically-induced hazards and expansive soils would involve effects to (and not from) the proposed development and are specific to on-site conditions. Mandatory adherence to CBSC and the recommendations given in the Project-specific *Geotechnical and Infiltration Evaluation* and

Geotechnical Evaluation (EIR *Technical Appendix E and F*), would address the site-specific geologic and soil conditions through site specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. As such, the Project would have less than cumulatively-considerable impacts related to earthquakes, seismic ground shaking, liquefaction, landslides, lateral spreading, subsidence, and collapsible soils. With implementation of PPPs 4.7-1 through 4.7-4, the Project would result in less than significant direct and cumulatively considerable impacts associated with geologic hazards.

As discussed under Threshold b, the Project would not result in substantial soil erosion or the loss of topsoil. Other development projects in the vicinity of the Project site as well as those resulting from the full General Plan buildout in the City of Jurupa Valley and other jurisdictions that drain into the same receiving waters as the Project site would be required to comply with similar regulatory requirements as the Project to preclude substantial adverse erosion impacts. Development projects (such as the Project evaluated herein) that disturb at least 1.0 acre of land are required to obtain coverage under a NPDES Permit. Development projects also must comply with their associated SWPPPs and WQMPs. All development projects in the vicinity of the Project site also would be required to comply with all applicable building codes in their governmental jurisdiction, and SCAQMD Rule 403-Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Therefore, because the Project would result in less than significant erosion impacts, and because other development projects within the vicinity or the Project site that drain into the same receiving waters (the Santa Ana River) would be subject to similar requirements to control erosion during short-term construction activities and long-term operation, cumulative impacts associated with soil erosion and the loss of topsoil would be less than significant and the Project's contribution would be less than cumulatively considerable.

As discussed under Threshold e, no septic tanks or alternative wastewater disposal systems are proposed as part of the Project; accordingly, the Project would have no cumulatively considerable effect regarding septic tanks or alternative wastewater disposal systems.

As discussed above under Threshold f, the proposed Project has the potential to impact paleontological resources that may be buried beneath the ground surface of the Project site. As other developments in the region occur, it is possible that these projects may result in impacts to paleontological resources if found buried beneath the ground surface. However, with implementation of Mitigation Measures MM 4.7-1 through MM 4.7-2, the Project's potential impacts to paleontological resources would be reduced to below a level of significance. Therefore, with implementation of Mitigation Measures MM 4.7-1 through MM 4.7-2, the Project's impacts to paleontological resources would be less than cumulatively considerable.

4.8 GREENHOUSE GAS EMISSIONS

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality, Greenhouse Gas, and Energy Impact Analysis*, which was prepared by Albert A. Webb Associates (Webb), dated October 2023, and is included as *Technical Appendix B* to this EIR (Webb, 2023a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.8.1 EXISTING CONDITIONS

A. Background

The earth's natural warming process is known as the "greenhouse effect." Certain atmospheric gases act as an insulating blanket for solar energy to keep the global average temperature in a suitable range. These gases are called "greenhouse gases" because they trap heat like the glass walls of a greenhouse. The greenhouse effect raises the temperature of the earth's surface by about 60 degrees Fahrenheit over what it would have been without greenhouse gases. With the natural greenhouse effect, the average temperature of the earth is about 45 degrees Fahrenheit; without it, the earth would be about minus 15 degrees. It is normal for the earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, however, the earth's average global temperature has generally increased by one degree Fahrenheit. In some regions of the world, the increase has been as much as four degrees Fahrenheit.

Scientists studying the particularly swift rise in global temperatures during the late twentieth century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has resulted in increased emissions of carbon dioxide and other forms of GHGs, primarily from the burning of fossil fuels (during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste. The most common GHG is carbon dioxide (CO_2), which constitutes approximately 84 percent of all GHG emissions in California. Worldwide, the State of California ranks as the 12th to 16th largest emitter of CO_2 and is responsible for approximately two percent of the world's CO_2 emissions. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect. While the increase in temperature is known as "global warming," the resulting change in weather patterns is known as "global climate change." Global climate change is evidenced in changes to wind patterns, storms, precipitation, and air temperature.

Global climate change is, by definition, a global issue and California's efforts to reduce GHG emissions will not alone change the impact of global climate change. Global concentrations of GHG rather than locational GHG emissions result in adverse climate change impacts that differentially occur throughout the world, and specific scientific metrics and methodologies to measure the climate change consequences (if any) of locally-specific impacts remain subject to considerable scientific uncertainty. For example, California emits only a tiny fraction of global GHG. The whole of the California economy's GHG emissions have dropped from approximately 1.35 percent of global GHG emissions in 1990 to 0.98 percent in 2011. As previous Governor Brown once noted about California's GHG

reduction efforts, “we can do things in California, but if others don’t follow, it will be futile.” Thus, reducing California's GHG emissions (even as the 8th eighth largest economy in the world) cannot meaningfully impact the quantity of GHGs in the global atmosphere. To date, the vast majority of other states and nations have not followed California's lead in mandating GHG emission reductions across a broad spectrum of economic sectors under laws and regulations discussed in greater detail below and have not enacted regulations similar to those adopted in California. California already has nearly the lowest level of GHG per capita of any state.

Project-level emissions for activities that occur because of population-based variables (people needing housing, jobs, and services) that occur in California reduces global GHG emissions by facilitating more growth and development in California relative to other states.

B. Greenhouse Gases

Gases responsible for global climate change in the South Coast Air Basin (Basin) and their relative contribution to the overall warming effect are carbon dioxide (55 percent), chlorofluorocarbons (CFCs) (24 percent), methane (15 percent), and nitrous oxide (6 percent). It is widely accepted that continued increases in GHG will contribute to global climate change although there is uncertainty concerning the magnitude and timing of future emissions and the resultant warming trend.

“Stratospheric ozone depletion” refers to the slow destruction of naturally occurring ozone, which lies in the upper atmosphere (called the stratosphere) and which protects Earth from the damaging effects of solar ultraviolet radiation. Certain compounds, including CFCs, halons, carbon tetrachloride, methyl chloroform, and other halogenated compounds, accumulate in the lower atmosphere and then gradually migrate into the stratosphere. In the stratosphere, these compounds participate in complex chemical reactions to destroy the upper ozone layer. Destruction of the ozone layer increases the penetration of ultraviolet radiation to the Earth’s surface, a known risk factor that can increase the incidence of skin cancers and cataracts, contribute to crop, and fish damage, and further degrade air quality.

GHG and ozone-depleting gases include, but are not limited to, the following:

- **Carbon dioxide –** Carbon dioxide results from fossil fuel combustion in stationary and mobile sources. It contributes to the greenhouse effect, but not to stratospheric ozone depletion. In the Basin, approximately 39 percent of carbon dioxide emissions come from transportation, residential and utility sources which contribute approximately 13 percent each, 20 percent come from industry, and the remainder comes from a variety of other sources.

- **Methane –** Atmospheric methane is emitted from both non-biogenic and biogenic sources. Non-biogenic sources include fossil fuel mining and burning, biomass burning, waste treatment, geologic sources, and leaks in natural gas pipelines. Biogenic sources include wetlands, rice agriculture, livestock, landfills, forest, oceans, and termites. Methane sources can also be divided into anthropogenic and natural. Anthropogenic sources include

rice agriculture, livestock, landfills, waste treatment, some biomass burning, and fossil fuel combustion. Natural sources are wetlands, oceans, forests, fire, termites, and geological sources. Anthropogenic sources currently account for more than 60 percent of the total global emissions. Methane is a greenhouse gas and traps heat 40 to 70 times more effectively than carbon dioxide. In the Basin, more than 50 percent of human-induced methane emissions come from natural gas pipelines, while landfills contribute 24 percent. Methane emissions from landfills are reduced by South Coast AQMD Rule 1150.1 – Control of Gaseous Emissions from Active Landfills. Methane emissions from petroleum sources are reduced by a number of rules in South Coast AQMD Regulation XI that control fugitive emissions from petroleum production, refining, and distribution.

- **Other regulated greenhouse gases include Nitrous Oxide, Sulfur Hexafluoride, Hydrofluorocarbons, and Perfluorocarbons** – These gases all possess heat-trapping potentials hundreds to thousands of times more effective than carbon dioxide. Emission sources of nitrous oxide gases include, but are not limited to, waste combustion, wastewater treatment, fossil fuel combustion, and fertilizer production. Because the volume of emissions is small, the net effect of nitrous oxide emissions relative to carbon dioxide or methane is relatively small. Sulfur hexafluoride, hydrofluorocarbon, and perfluorocarbon emissions occur at even lower rates.

- **Chlorofluorocarbons** – Chlorofluorocarbons (CFCs) are emitted from blowing agents used in producing foam insulation. They are also used in air conditioners and refrigerators and as solvents to clean electronic microcircuits. CFCs are primary contributors to stratospheric ozone depletion and to global warming. 63 percent of CFC emissions in the Basin come from the industrial sector. Federal regulations require service practices that maximize recycling of ozone-depleting compounds (both CFCs, hydro-chlorofluorocarbons, and their blends) during the servicing and disposal of air-conditioning and refrigeration equipment. South Coast AQMD Rule 1415 – Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems requires CFC refrigerants to be reclaimed or recycled from stationary refrigeration and air conditioning systems. South Coast AQMD Rule 1405 – Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigant Processes requires recovery of reclamation of CFCs at certain commercial facilities and eliminates the use of some CFCs in the sterilization processes. Some CFCs are classified as Toxic Air Contaminants (TACs) and regulated by South Coast AQMD Rule 1401 – New Source Review of Toxic Air Contaminants and South Coast AQMD Rule 1402 Control of Toxic Air Contaminants from Existing Sources.

- **Halons –** These compounds are used in fire extinguishers and behave as both ozone-depleting and GHG. Halon production ended in the United States in 1993. South Coast AQMD Rule 1418 – Halon Emissions from Fire Extinguishing Equipment requires the recovery and recycling of halons used in fire extinguishing systems and prohibits the sale of halon in small fire extinguishers.

- **Hydro-chlorofluorocarbons –** HCFCs are solvents, similar in use and chemical composition to CFCs. The hydrogen component makes HCFCs more chemically reactive than CFCs, allowing them to break down more quickly in the atmosphere. These compounds deplete the stratospheric ozone layer, but to a much lesser extent than CFCs. HCFCs are regulated under the same South Coast AQMD rules as CFCs.

- **1,1,1-trichloroethane (TCA) –** TCA (methyl chloroform) is a solvent and cleaning agent commonly used by manufacturers. It is less destructive on the environment than CFCs or HCFCs, but its continued use will contribute to global warming and ozone depletion. 1,1,1-trichloroethane (TCA) is a synthetic chemical that does not occur naturally in the environment. No TCA is supposed to be manufactured for domestic use in the United States after January 1, 2002 because it affects the ozone layer. TCA had many industrial and household uses, including use as a solvent to dissolve other substances, such as glues and paints; to remove oil or grease from manufactured metal parts; and as an ingredient of household products such as spot cleaners, glues, and aerosol sprays. South Coast AQMD regulates this compound as a toxic air contaminant under Rules 1401 and 1402.

Unlike criteria air pollutants and TACs, which are pollutants of regional and local concern, climate change is a global problem and GHGs are global pollutants. Impacts of GHG emissions are a function of their total atmospheric concentration and most GHGs are globally well mixed atmospheric constituents. This means that the location of a particular GHG emission, in contrast to the situation for criteria pollutants, does not change its environmental impact.

C. Global Warming Potential

Individual GHGs have varying global warming potential and atmospheric lifetimes. The Intergovernmental Panel on Climate Change (IPCC) developed the Global Warming Potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of individual GHGs is determined through a comparison with the GWP of CO_2. CO_2 has a GWP of one; CH_4 has a GWP of 28, meaning that on a molecule by molecule basis, CH_4 has 28 times the global warming potential of CO_2. CO_2-equivalents (CO_2e) are the emissions of a GHG multiplied by the GWP. The CalEEMod program calculates the CO_2e based on the GWPs reported in the IPCC Fifth Assessment Report. The Synthesis Report for the Sixth Assessment Report was finalized in March 2023. Table 4.8-1, *Global Warming Potentials and Atmospheric Lifetimes*, shows the GWP and atmospheric lifetimes of various GHGs with relatively long atmospheric lifetimes from the IPCC 2013 report.

Table 4.8-1 Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime	Global Warming Potential (100-Year Time Horizon)
Carbon Dioxide (CO_2)	--	1
Methane (CH_4)	12.4	28
Nitrous Oxide (N_2O)	121	265-298
Hydrofluorocarbons (HFCs) HFC-134a	13.4	1,300-1,550
Perfluoromethane (CF_4)	50,000	6,630-7,350
Chlorofluorocarbons (CFCs) CFC-11	45	4,660-5,350

Source: (Webb, 2023a, Table 12)

D. Effects of Climate Change

1. Agriculture

Global climate change can cause drought, higher temperatures, saltwater contamination through rising sea levels, flooding, and increased risk of pests. Because California feeds not only its own residents, but the entire U.S. and other countries as well, production declines could lead to food shortages and higher prices. (Webb, 2023a)

2. Forest and Biodiversity

Forest and rangelands cover over 80% of California's 100 million acres. Climate change will affect tree survival and growth, reducing these lands' productivity and changing their habitats. In addition, climate change makes forests more vulnerable to fires by increasing temperatures and making forests and brush drier. Today's fire season in the western United States starts earlier, lasts longer, and is more intense than in the last several decades. Wildfire occurrence statewide could increase several fold by the end of the century, increasing fire suppression and emergency response costs and damage to property.

California is one of the most biologically diverse regions of the world, with the highest number of unique plant and animal species of all 50 states and the greatest number of endangered species. Climate change will adversely affect plant and wildlife habitats and the ability of the State's varied ecosystems to support clean water, wildlife, fish, timber and other goods and services. (Webb, 2023a)

3. Public Health

Californians already experience the worst air quality in the nation. Hotter temperatures lead to more smog, which can damage lungs, and increases childhood asthma, respiratory and heart disease, and death. Certain segments of the population are at greater risk, including the elderly, infants, persons with chronic heart or lung disease, people who cannot afford air conditioning, and those who work outdoors. As temperatures rise, the number of days of extreme heat events also will rise, causing

increases in the risk of injury or death from dehydration, heatstroke, heart attack and respiratory problems. (Webb, 2023a)

4. Sea Level Rise

The sea level along California's coasts has risen nearly eight inches in the past century and is projected to rise by as much as 20 to 55 inches by the end of the century. A 55-inch sea level rise could put nearly half a million people at risk of flooding by 2100, and threaten property and infrastructure, including roadways, buildings, hazardous waste sites, power plants, and parks and tourist destinations.

As sea levels rise, saltwater contamination of the State's delta and levee systems will increase. Saltwater contamination of the Sacramento/San Joaquin Delta will threaten wildlife and the source of drinking water for 20 million Californians. Farmland in low areas may also be harmed by salt-contaminated water. (Webb, 2023a)

5. Water Resources

The Sierra Nevada snowpack functions as the most important natural reservoir of water in California. Under current conditions, the snowpack is created in fall and winter and slowly releases about 15 million acre-feet of water in the spring and summer, when California needs it most. California's dams and water storage facilities are built to handle the snow melt as it happened in the past. Higher temperatures are now causing the snowpack to melt earlier and all at once. Earlier and larger releases of water could overwhelm California's water storage facilities, creating risk of floods and water shortages. (Webb, 2023a)

4.8.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to greenhouse gasses. Additionally, no comments related to greenhouse gasses were received during the public scoping period.

4.8.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings

subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2022 Building Energy Efficiency Standards) became effective on January 3, 2023.

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code. Jurupa Valley adopted the "California Green Building Standards Code, 2022 Edition (Part 11 of Title 24 of the California Code of Regulations)" in November 2022 as part of its building codes (Section 8.05.010 if the Jurupa Valley Municipal Code).

2. California Assembly Bill 32 (AB 32) – Global Warming Solutions Act of 2006

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met). GHGs as defined under AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The CARB is the state agency charged with monitoring and regulating sources of GHGs.

3. California Senate Bill 32 (SB 32)

On September 8, 2016, Governor Jerry Brown signed SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

4. CARB Scoping Plan Update

CARB adopted a second update to the Scoping Plan to reflect the 2030 target codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's Executive Order B-30-15. Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 million metric tons of CO_2E (million $MTCO_2e$).

CARB approved the most recent scoping plan update in December 2022. CARB's 2022 Scoping Plan lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The previous Scoping Plans have focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. The 2022 Scoping Plan addresses recent legislation (AB 1279) and direction from the current Governor and extends and expands upon the earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The 2022 Scoping Plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

5. Senate Bill 97 (SB 97)

The CEQA Guideline amendments do not identify a quantitative threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. The GHG analysis thresholds incorporated into the CEQA Guidelines' Environmental Checklist (Guidelines Appendix G) are addressed in this EIR. Additionally, in accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines and threshold, which are discussed below in Section 4.8.5.

6. Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets (see Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28.).

B. Regional Regulations

1. South Coast Air Quality Management District

South Coast AQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Project site. South Coast AQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and State government agencies to regulate air quality.

In April 2008, South Coast AQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, South Coast AQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where South Coast AQMD is the lead agency. As to all other projects where South Coast AQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 $MTCO_2e$ per year for industrial stationary source projects.

For all other projects, South Coast AQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets. According to the presentation given at the September 28, 2010 Working Group meeting, South Coast AQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 $MTCO_2e$/year depending on if the project was commercial, mixed use, or residential.

No GHG significance thresholds are approved for use in the Basin. However, that does not preclude lead agencies from utilizing the draft thresholds to evaluate the potential impacts associated with general development projects. The City of Jurupa Valley General Plan Policy AQ 9.5 requires the City to utilize the South Coast AQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP). As of October 2023, the City has not adopted a CAP.

2. Western Riverside Council of Governments Climate Action Plan

The City is a member of the Western Riverside Council of Governments (WRCOG), the municipal planning organization for Riverside County. WRCOG has been a leader in promoting sustainability through its adopted Sustainability Framework, Western Riverside Energy Leader Partnership, Home Energy Renovation Opportunity (HERO) Program—an energy efficiency and water conservation financing program, and Western Riverside County Clean Cities Coalition.

Twelve cities in Western Riverside County, including the City, joined efforts to develop a Subregional Climate Action Plan (Subregional CAP), which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with AB 32. An existing GHG emissions inventory was developed and future emissions and reduction goals were set. Existing GHG reduction programs and policies that had already been implemented in the subregion and best practices from other regions influenced the reduction measures and actions identified in the Subregional CAP to assist meeting the 2020 subregional reduction target of 15 percent below 2010 levels. The Subregional CAP does not establish a reduction target for 2035 or future years; however, the Subregional CAP identifies a reduction goal of 49 percent below baseline emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and Executive Order S-03-05, recognizing that information, methodologies, and data availability may change between now and 2035. WRCOG is currently preparing an update and expansion to the Subregional CAP, which will include a comprehensive update to GHG inventories and GHG emissions reduction strategies for all sectors and will establish GHG targets for the years 2030 and 2050 for all WRCOG member jurisdictions. It was anticipated that the Subregional CAP update would be complete by June 2021; however, to date, an update has not been released.

C. Local Regulations

The City of Jurupa Valley General Plan identifies policies that relate to greenhouse gas emissions within the City. The specific policies outlined in the City's General Plan that are related to greenhouse gas emissions and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.11, *Land Use and Planning*.

4.8.4 METHODOLOGY

The methodology used in the GHG analysis is consistent with South Coast AQMD GHG Guidance. As recommended by South Coast AQMD, the California Emissions Estimator Model® version 2022.1 (CalEEMod) was used to quantify Project-related emissions.

A. Construction Related Emissions

The CalEEMod model calculates GHG emissions from fuel usage by construction equipment and construction-related activities, like construction worker trips, for the Project. The estimated construction period for the Project is anticipated to begin no earlier than June 2024. The CalEEMod estimate does not analyze emissions from construction-related electricity or natural gas. Construction-related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify.

B. Operational Related Emissions

1. Area Source Emissions

CalEEMod estimates the GHG emissions associated with area sources which include landscape equipment emissions, architectural coating, consumer products, and hearths. Landscape equipment servicing the Project site create CO_2 resulting from fuel combustion based on the Project's land uses.

Consumer products consist of consumer use of solvents and personal care products and architectural coatings consist of an average building square footage to be repainted each year. Hearth emissions apply to proposed dwelling units and as stated above are included in all residential units except for apartments from the Project and assumed to be natural gas burning per South Coast AQMD Rule 445.

2. Energy-Related Emissions

CalEEMod estimates the GHG emissions associated with building electricity and natural gas usage (non-hearth) for each land use type. Electricity and natural gas used in buildings is typically generated at an off-site power plant which indirectly generates GHG emissions. The default energy usage values used in CalEEMod are based on the 2019 consumption estimates from the California Energy Commission (CEC) and reflect 2019 Title 24 improvements (CalEEMod User's Guide).

3. Mobile Source Emissions

CalEEMod estimates the annual GHG emissions from Project-related vehicle usage based on trip generation data contained in defaults or in a project-specific traffic analysis. The Project-specific Traffic Impact Analysis (*Technical Appendix M*) was utilized for weekday trip rates and the most recent ITE Trip Generation Manual, 11th Edition, was used for weekend trip rates.

4. Water Related Energy Usage

Electricity is also indirectly used in water supply, treatment, and distribution, as well as wastewater treatment in Southern California and plays a large role in GHG production.

There are three processes necessary to supply potable water to urban users (i.e., residential, commercial, and industrial): (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, the wastewater is treated and either reused as reclaimed/recycled water or returned to the environment. CalEEMod calculates the GHG emissions from these processes based on default emissions factors and water/wastewater generation rates for a project's location. Water demand was obtained from the Project-specific Water Supply Assessment (*Technical Appendix O*), which includes estimates for potable water and non-potable (recycled) water.

5. Solid Waste Emissions

CalEEMod also calculates the GHG emissions associated with the disposal of solid waste into landfills based on default data contained within the model for waste disposal rates, composition, and the characteristics of landfills throughout the state. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill.

6. Refrigerants

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime.

4.8.5 Basis for Determining Significance

CEQA Guidelines Appendix G, *Environmental* Checklist, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance,* August 20, 2020, sets forth the following significance thresholds and criteria for Greenhouse Gas Emissions impacts. In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to GHG emissions. Based on these significance thresholds, a project would have a significant impact on GHG emissions if it would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

  Under the City's local significance threshold, the project would have significant effects if: The project exceeds the thresholds per General Plan Policy below:

  - AQ 9.5 GHG Thresholds. Utilize the South Coast AQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

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

  - The project is inconsistent with the following: The Climate Change Scoping Plan first approved by the California Air Resources Board (CARE) in 2008 and updated every 5 years; and

  - The Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP).

City of Jurupa Valley General Plan Policy AQ 9.5 requires the City to utilize the South Coast AQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP). The City has determined that the South Coast AQMD's draft threshold of 3,000 $MTCO_2e$ per year is appropriate for land use development projects.

4.8.6 IMPACT ANALYSIS

Threshold a:	***Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***
	Under the City's local significance threshold, the project would have significant effects if: The project exceeds the thresholds per General Plan Policy below:
	• AQ 9.5 GHG Thresholds. Utilize the South Coast AQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.8-1 Prior to the issuance of a building permit, the Building and Safety Department will ensure that the Project is designed, constructed and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards and CCR Title 24 CALGreen Standards.

PPP 4.8-2 As required by Municipal Code Section 9.283.010, *Water Efficient Landscape Design Requirements,* before the approval of landscaping plans, the Project Proponent shall prepare and submit landscape plans that demonstrate compliance with this section.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby off-setting GHG emissions.

PDF 4.8-1 The Project will use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce GHGs by requiring less water to be transported to the Project.

PDF 4.8-2 The Project's parking areas will be designed to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations will equal the Tier 2

Residential Mandatory Measures of the California Green Building Standards Code, Section A4.106.4.

PDF 4.8-3 For residential projects, all major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) installed shall be Energy Star certified or of equivalent energy efficiency where applicable. Prior to the issuance of the certificate of occupancy, the City of Jurupa Valley shall verify implementation of this requirement.

Additionally, project design features aimed primarily at reducing the Project's VMT impacts would also reduce GHG emissions. Therefore, PDF 4.16-2 and 4.16-3 (see EIR Section 4.16, *Transportation*) shall also apply.

B. ***Impact Analysis***

1. Project Construction GHG Emissions

Project construction activities would generate N_2O, CO_2 and CH_4 emissions. The draft South Coast AQMD GHG threshold Guidance document released in October 2008 recommends that construction emissions be amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies. Therefore, the total GHG emissions from Project construction were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 4.8-2, *Project Construction GHG Emissions.*

Table 4.8-2 Project Construction GHG Emissions

Year	Metric Tons per year (MT/yr)			
	Total CO_2	**Total CH_4**	**Total N_2O**	**Total CO_2E**
2024	1,576.00	0.06	0.02	1,584.00
2025	2,540.00	0.10	0.13	2,583.00
2026	2,552.00	0.06	0.13	2,595.00
2027	2,517.00	0.06	0.12	2,559.00
2028	1,257.00	0.04	0.04	1,271.00
2029	829.00	0.02	0.03	838.00
2030	483.00	0.02	0.01	486.00
2031	254.00	0.01	0.01	255.00
Total	12,008.00	0.37	0.49	12,171.00
Amortized				**405.70**

Source: (Webb, 2023a, Table 13)

2. Project Operation GHG Emissions

Operational activities associated with the proposed Project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions, energy-related emissions, mobile source emissions, water related energy use, solid waste emissions, and refrigerants. The annual GHG

emissions associated with the operation of the proposed Project (including construction-related emissions) are summarized in Table 4.8-3, *Total Project-Related GHG Emissions.*

Table 4.8-3 Total Project-Related GHG Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Amortized Construction	--	--	--	405.70
Area	260.79	0.00	0.00	260.89
Energy	6,090.00	0.56	0.03	6,114.00
Mobile[1]	32,059.00	1.08	1.41	32,551.00
Water	191.35	3.82	0.09	314.60
Solid Waste	120.90	12.10	0.00	423.20
Refrigerants	0.00	0.00	0.00	2.25
Total	**38,722.04**	**17.56**	**1.53**	**40,071.64**

Note: Emissions reported as zero are rounded and not necessarily equal to zero.
[1] Total CO_2e emissions include refrigerants.
Source: (Webb, 2023a, Table 15)

As shown on Table 4.8-3, the Project has the potential to generate a total of approximately 40,071.64 $MTCO_2e$/yr. The Project would exceed the numeric threshold of 3,000 $MTCO_2e$.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.8-1 Prior to issuance of certificates of occupancy for the last phase of development, the Project Applicant shall install four new bus shelters.

MM 4.8-2 Prior to issuance certificate of occupancy permits, the City shall verify that the following electric vehicle charging infrastructure has been installed.

a. Single Family Home/Condo/Townhouse with attached garage: For each dwelling unit, a dedicated 208/240-volt branch circuit (40 amperes min) shall be installed in the garage.

b. Multi-Family Housing: Provide EV charging capabilities in at least 40% of homes, including 5% installed, 15% ready (breakers and wires installed), and 25% future capability w/ conduit/breaker space.

Additionally measures aimed primarily at reducing the Project's air quality emissions impacts and VMT impacts would also reduce GHG emissions. Therefore, Mitigation Measures MMs 4.3-2 through 4.3-6 (See EIR Section 4.3, *Air Quality*) shall also apply.

E. Significance After Mitigation

Implementation of Mitigation Measures MMs 4.3-2 through 4.3-6, MMs 4.8-1 and 4.8-2 aim to reduce GHG emissions; however, Mitigation Measures MMs 4.3-2 through 4.3-6, MMs 4.8-1 and 4.8-2 do not have quantitative reductions associated with them available in CalEEMod and given that the majority of Project-generated emissions are from mobile sources from resident's vehicle usage, the emissions are outside the jurisdiction and control of the Project and City. Although Mitigation Measures MMs 4.3-2 through 4.3-6, MMs 4.8-1 and 4.8-2 will serve to potentially reduce transportation- and energy-related emissions, the reductions will not reduce emissions below applicable thresholds for GHG emissions. Beyond those already presented, there are no feasible mitigation measures available to reduce the total project GHG emissions to less than 3,000 MT CO_2e/yr and emissions would result in a significant and unavoidable impact.

Threshold b:	***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***
	Under the City's local significance threshold, the project would have significant effects if:
	• The project is inconsistent with the following: The Climate Change Scoping Plan first approved by the California Air Resources Board (CARE) in 2008 and updated every 5 years.
	• Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP).

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

1. Plans, Policies, and Programs (PPPs)

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

PPPs 4.8-1 (listed under Threshold a) applies to the Project and would reduce impacts relating to greenhouse gas emissions. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

PDF 4.8-1 (listed under Threshold a) applies to the Project.

B. Impact Analysis

The City does not have an adopted CAP; therefore, the Project's consistency with the 2022 Scoping Plan, SCAG's Connect SoCal, and the Western Riverside County Council of Governments (WRCOG) Subregional Climate Action Plan (Subregional CAP) were evaluated. As shown in **Error! Reference source not found.**, ***Error! Reference source not found.***, 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.

In 2014, the City of Jurupa Valley was one of 12 cities that collaborated with the WRCOG on a Subregional CAP that includes 36 measures to guide GHG reduction efforts through 2020. However, the City of Jurupa Valley has not adopted the Subregional CAP because it did not go through formal CEQA review by WRCOG, which intended it to be a framework for cities to implement AB 32 and for cities to develop their own CAPs. The City's General Plan contains the following program relative to a CAP:

Program AQ 9.1.1 **Climate Action Plan.** Within 2 years of General Plan adoption, prepare and adopt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning.

Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but are not limited to, requiring the installation of electric and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging stations for individual homes and businesses.

1. Western Riverside Council of Governments Climate Action Plan Consistency

In 2014, the City of Jurupa Valley was one of 12 cities that collaborated with the Western Riverside Council of Governments (WRCOG) on a Subregional Climate Action Plan (Subregional CAP) that includes 36 measures to guide GHG reduction efforts through 2020. However, the City of Jurupa Valley has not adopted the Subregional CAP because it did not go through formal CEQA review by WRCOG, which intended it to be a framework for cities to implement AB 32 and for cities to develop their own CAPs. The 2017 General Plan contains the following policy relative to a "AQ 9.1.1. Climate Action Plan. Within 2 years of General Plan adoption, prepare and adapt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but not limited to, requiring the installation of electric conduit improvements to

support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging station for individual homes and businesses."

Until the City formally adopts a CAP, local development is not required to be consistent on a project by-project evaluation of GHG emissions identified in the WRCOG Subregional CAP. Additionally, the GHG reduction targets within the WRCOG Subregional CAP and 2017 General Plan Policy AQ 9.1.1 have been superseded by SB 32 (40 percent below 1990 levels by 2030) and AB 1279 (85 percent below 1990 levels by 2045). The 2022 Scoping Plan reflects SB 32 and AB 1279 GHG reduction targets anis further analyzed below.

2. 2022 Scoping Plan Consistency

Evaluation of consistency with the 2022 Scoping Plan is reasonable and appropriate because it is a statewide plan adopted for reducing GHG emissions. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. For example, current transportation sector measures are implemented by the manufacturers, which includes the Advanced Clean Cars II and the Low Carbon Fuel Standard.

The Project is also subject to building code requirements under the building energy efficiency standards (Title 24) and green building standards (CALGreen). New buildings are required to comply with the applicable building code requirements and standards in place at the time building permit documentation submittals are made. For instance, the new 2022 Title 24 building codes require electric-ready residential buildings when natural gas equipment is installed to facilitate future installation of electric appliances. Additionally, the Project does not include reduced parking for the multi-family residential uses or a mixed-use development, it does result in increased density. Further, it would provide sidewalks, bike racks, and pedestrian walkways which promotes alternative modes of transportation (walking, biking, and transit) and reduces VMT.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

The 2022 Scoping Plan lays out a framework to determine Project-level consistency when there is not a CEQA-qualified CAP available to tier from. CARB recommends that the first approach for determining whether a proposed residential or mixed-use residential development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce

operational GHG emissions while simultaneously advancing fair housing. The 2022 Scoping Plan goes on to note that Projects that can demonstrate consistency with the priority areas identified on 2022 Scoping Plan, Table 3, Key Residential and Mixed-Use Project Attributes that Reduce GHGs, would be aligned with the State's priority GHG reduction strategies and would be deemed consistent with the Scoping Plan. As such, these Projects are considered to be clearly consistent with the Scoping Plan or other plans, policies, or regulations adopted for the purposes of reducing GHGs; therefore, the GHG emissions associated with such projects would result in a less-than-significant GHG impact under CEQA. The Project's consistency with the Key Residential and Mixed-Use Project Attributes that Reduce GHGs is summarized on Table 4.8-4, *Consistency with 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs*.

Table 4.8-4 Consistency with 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Consistency Analysis
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval	**Consistent.** The Project will require all single-family and multi-family units provide EV charging infrastructure that meets, at minimum, the Tier 2 voluntary residential measures contained in the 2022 Green Building Standards Code (CALGreen).
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	**Consistent.** The Project site is located in an area surrounded by urban uses, with a former horse farm to the north, existing residential and recreational development to the east, existing commercial development to the south, and the I-15 to the west. Existing utilities and essential public services are located in streets adjacent to the Project site.
	Does not result in the loss or conversion of natural and working lands	**Inconsistent.** The Project site is currently being utilized for agricultural uses (row crops) and development of the Project site would result in the conversion of agricultural land to residential and open space uses. The Project site is currently zoned for medium density residential and industrial park uses. The Project Applicant proposes a Specific Plan Amendment to remove Planning Areas 10, 13, 15, & 20 consisting of approximately 153 Acres from the I-15 Corridor Specific Plan and propose a new Specific Plan for this area. For the reasons explained above, the Project

Priority Areas	Key Project Attribute	Consistency Analysis
		would result in the loss or conversion of natural and working lands.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile), or Satisfies more detailed and stringent criteria specified in the region's SCS	**Consistent.** There are existing transit stops within a half mile of the Project site. The closest bus stop is located near the intersection of Limonite Avenue and Pats Ranch Road, approximately 0.36 mile from the Project site. There are also future bus stops located on Wineville Avenue, less than one-quarter mile east of the Project site, that will be accessible from the main access points of the Project site.
	Reduces parking requirements by: Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Inconsistent.** This attribute does not apply to the single-family units. For multi-family units, the Project will be inconsistent with this attribute because unbundled parking is atypical in this area. Typically, one parking space is provided for each rental unit within the base rental cost. However, additional parking spaces and/or garage space may be subject to an upcharge.
	At least 20 percent of units included are affordable to lower-income residents	**Partially Consistent.** The Project does not include 20 percent affordable housing. However, the VRSP will comply with the City of Jurupa Valley Municipal Code Chapter 9.267, as amended by Ordinance No. 2022-14, which requires all residential or mixed-use development projects to rent or sell seven percent (7%) of the units at an affordable housing cost. The Project applicant will pay an in-lieu fee to satisfy this requirement, consistent with Jurupa Valley Municipal Section 9.267.060.
	Results in no net loss of existing affordable units	**Consistent.** There are no existing affordable housing units on the Project site.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space	**Partially Consistent.** The Project will require that all single-family and multi-family units utilize all-electric appliances without any natural gas

Priority Areas	Key Project Attribute	Consistency Analysis
	heating, water heating, or indoor cooking	connections, propane, or other fossil fuels (PDF 4.8-3). However, some natural gas connections may be included in the common areas for the multi-family product.

Source: (Webb, 2023a, Table 16)

As shown in Table 4.8-4, above, the Project does not include all of the key project attributes that reduce operational GHG emissions and therefore has potential to impede the State's ability to achieve the 40% below 1990 level reduction target, resulting in a significant impact.

C. Significance Before Mitigation

Potentially Significant.

D. Mitigation Measures

Measures aimed primarily at reducing the Project's air quality emissions impacts would also reduce GHG emissions. Therefore, Mitigation Measures MMs 4.3-2 through 4.3-6 (See EIR Section 4.3, *Air Quality*) and MMs 4.8-1 and 4.8-2, above, would also apply.

E. Significance After Mitigation

Implementation of Mitigation Measures MMs 4.3-2 through 4.3-6 aim to reduce GHG emissions. Although Mitigation Measures MMs 4.3-2 through 4.3-6 will serve to potentially reduce transportation- and energy-related emissions, the mitigation measures would not ensure consistency with the 2022 Scoping Plan. Therefore, the Project is considered inconsistent with the 2022 Scoping Plan, and impacts would be significant and unavoidable.

4.8.7 Cumulative Impact Analysis

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project has no potential to result in a direct impact to GCC; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, impacts under Thresholds a and b are not Project-specific impacts, but the Project's contribution to cumulative GHG impact. As discussed, incorporation of mitigation would contribute to minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 $MTCO_2e$/yr and the Project would be inconsistent with the 2022 Scoping Plan. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based on information obtained from the technical report entitled, the *Phase I and Limited Phase II Environmental Site Assessment* prepared on October 25, 2021 by GeoTek, Inc. (*Technical Appendix I1* to this EIR) (GeoTek, 2021a); the *Phase I Environmental Site Assessment Vernola Ranch North Commercial Project* prepared on November 15, 2021 (GeoTek, 2021b) (*Technical Appendix I2* to the EIR); the *Response to Review Comments* prepared on April 11, 2023 by GeoTek, Inc. . (*Technical Appendix I3* to the EIR); and the *Environmental Services for Tract No. 38504* prepared on September 11, 2023 by GeoTek GeoTek, 2023d) (*Technical Appendix I4* to this EIR). This Subsection also is based on information contained in the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

For the purposes of this EIR, the term "toxic substance" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

For purposes of this EIR, the term "hazardous material" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, § 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when heated, compressed, or mixed with water), and toxicity (materials that are harmful or fatal when ingested or absorbed. Waste identified as being toxic by any, one or more, of the eight subsections in Title 22 § 66261.24) Certain wastes are called "Listed Wastes" and are found in the California Code of Regulations, Title 22, §§ 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

The purpose of the Phase I and Limited Phase II Environmental Site Assessment (ESA) was to assess the likelihood that Recognized Environmental Conditions (REC), as defined by American Society for Testing and Materials (ASTM), are present at the Project site. A REC is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not for conditions that do not present a material risk of harm to public health or the environment (ASTM Standard Practice E1527-13). A Historical REC (HREC) is an REC that has been remediated or closed to the satisfaction of a regulatory agency. A Controlled REC (CREC) is an REC that has been closed but subject to certain land use restrictions or considerations.

4.9.1 ENVIRONMENTAL SETTING

A. *Site Use and History*

The Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain production and associated structures. The site is in an area largely characterized by residential development. Structures located in the northern portion of the site consist of two residential structures, two modular homes and three barns. (GeoTek, 2021a) The three barns on the site are believed to have essentially been utilized for storage of farming equipment. (GeoTek, 2023c)

Based on readily available historic information, the Project site appears to have been vacant land from at least 1931 until at least 1948. The site appears to have been utilized for agriculture from at least 1953 until present day. Structures in the northern portion of the site can first be observed in an aerial photograph dated 1985. The surrounding properties appear to historically have been utilized for agriculture, scattered residences or vacant from at least 1931 until at least 1967. Swan Lake Mobile Home Park can be observed in an aerial photograph dated 1975. Interstate 15 can be observed in an aerial photograph dated 1989. Homecoming at Eastvale can be observed in an aerial photograph dated 2006. Eastvale Gateway can be observed in an aerial photograph dated 2006. Vernola Park is under construction in an aerial photograph dated 2009. Harvest Villages at Vernola Ranch can be observed in an aerial photograph dated 2016. (GeoTek, 2021a; GeoTek, 2021b)

Historically, some agricultural sites have utilized pesticides that are currently considered a health risk and no longer used. This particular environmental concern was investigated by GeoTek as part of the *Phase I and Limited Phase II Assessment*. Near surface soil samples were collected from the site and were analyzed for organo-chlorinated pesticides (EPA Method 8081) and arsenic (EPA Method 6010B). The laboratory testing concluded that organo-chlorinated pesticides and arsenic were not detected above regional screening levels for residential uses in the soil samples tested. Based on this laboratory testing, the historical agricultural use on the site is not considered an environmental concern. (GeoTek, 2021a)

GeoTek was informed that significant welding operations did not occur on the site and was limited to fixing farming equipment during typical daily operations. (GeoTek, 2023c)

B. *Site Reconnaissance*

GeoTek conducted a reconnaissance of the Project site on October 12, 2021, and a site reconnaissance of the three barns (wooden barn, elongated barn, and off-road vehicle shop) on April 12, 2023. Refer to Section 3.0 of the *Phase I and Limited Phase II Environmental Site Assessment* and *Response to Review Comments* contained in EIR *Technical Appendix I*, for a detailed discussion of the methodology employed by GeoTek during the reconnaissance of the Project site.

During site reconnaissance, visual evidence of hazardous substances was not observed. Waste oil was observed near the most northeastern barn structure along with stained soils below the wooden pallets that the drums were placed on. No underground storage tanks (USTs) were observed at the Project site.

One propane above-ground storage tank was observed but is not considered to be an environmental concern. Geotek did not observe suspect equipment (transformers, elevators, hydraulic lift mechanisms, trash compactors, etc.) that could contain poly-chlorinated biphenyls on site. Two water wells were observed in the northeastern portion of the site. No other visual indication of other conditions of concern (drywells, cesspools, etc.) that would indicate a recognized environmental concern was observed during the site reconnaissance. (GeoTek, 2021a; GeoTek, 2021b)

Currently, the wooden barn contains old farming equipment, plywood, fencing materials and miscellaneous tools. This barn's roof is in disrepair and the barn does not have a front door. The barn at the northeast corner of the site is currently utilized for storage and maintenance of off-road vehicles. The large and elongated barn located in the central portion of the northeast corner of the site contains old farming equipment and is utilized for storage of Christmas, Halloween, and other holiday decorations. Barrels of oil were observed along with tools, tires, and miscellaneous items. GeoTek observed during the recent site reconnaissance that the pallets and 55-gallon oil filled drums near the barn in the northeast corner of the site had been removed and the soil staining was not visible. (GeoTek, 2023c)

GeoTek observed several soil and debris stockpiles during the recent site reconnaissance. Most of the soil stockpiles are basically waste "feed" generated from the farming operations mixed in with some soil. The soil stockpiles are all generated from the site and farming operations. The debris stockpiles are also generated from the site and farming operations. The debris generally consisted of tires, wood, vegetation, hoses, string, and pipe. GeoTek, 2023c)

C. ***Regulatory Agency Database Research***

GeoTek obtained and reviewed an environmental database report of the federal and State environmental records specified by ASTM E 1527-13. The database report was provided by Environmental Data Resources, Inc. Refer to Section 6.1 of the *Phase I and Limited Phase I ESA* and the *Phase I ESA Vernola Ranch North Commercial Project* for a complete list of databases reviewed for the Project site. (GeoTek, 2021a; GeoTek, 2021b)

The site appears on the environmental database report obtained for *Phase I and Limited Phase II ESA*. The databases are the Federal Facility Index System (FINDS); SWEEPS UST, an underground storage tank listing that is no longer updated or maintained; EMI (Emissions Inventory Data); CERS (CalEPA Regulated Site Portal Data); Hazardous Waste Tracking System (HWTS), the state Facility and Management Data (HAZNET); and Underground Storage Tank (UST). These listings are related to multiple former and current conditions documented at the site regarding hazardous wastes. As there are no records of violations, spills, leaks, investigations, or clean-ups at the site, these listings are not considered an environmental concern at the site.

There are two (2) facilities listed on the database report within the various search distances specified by ASTM E 1527-13. Due to the facility status listings and/or locations, these facilities do not represent an environmental concern to the site. (GeoTek, 2021a)

The Site does not appear on the environmental database report obtained for the *Phase I ESA Vernola Ranch North Commercial Project.* There is one (1) facility listed on the database report within the various search distances specified by ASTM E 1527-13. Due to the facility status or location, this facility is not considered an environmental concern to the Site. (GeoTek, 2021b)

D. Soil Sampling

On June 29, 2023, the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP) completed review of the *Phase I and Limited Phase II Environmental Site Assessment* and *Response to Review Comments*. RCDEH-ECP requested soil sampling at the locations identified below prior to any grading activities.

- The area around the 55-gallon oil filled drums (pictures 36 and 37 within the report within the northern project site phase I ESA) and underlying pallets.
- The barn structure perimeters, given the unknown extent and the locations of where the welding operations occurred.
- Sampling of the stockpiled soils and debris areas (photos 11, 12 and 13 within the response letter).

As requested by RCDEH-ECP, the soil sampling and analysis was conducted in accordance with the "Informational Advisory Clean Imported Fill Material" (DTSC, October 2001).

Soil sampling was conducted on August 18, 2023 in which 14 exploratory borings were advanced at the site and five (5) soil samples were randomly collected from the stockpiled soil on the Project site.

1. Barn Structure Perimeter

Six (6) samples were obtained around one (1) of the barns located in the northeastern portion of the site. These samples were collected at a depth of approximately six (6) inches below existing grades and tested for CAM Metals (EPA Test Methods 6010B and 7471A), Total Petroleum Hydrocarbons (TPH) (EPA Test Method 8015B) and Volatile Organic Compounds (VOCs) (EPA Test Method 8260B). Four (4) samples were obtained around the remaining barn located in the northeastern portion of the site. These samples were collected at a depth of approximately six (6) inches below existing grades and tested for CAM Metals, TPH and VOCs. The concentration of diesel TPH compound was detected above screening levels for residential soils, most likely due to poor housekeeping procedures during normal operations associated with the barn. No measurable quantities of VOCs were detected from the soil samples. Analysis of the soil samples had detected measurable quantities of arsenic in the soil samples tested. However, the EPA and DTSC have acknowledged that naturally occurring arsenic in southern California typically exceeds the maximum screening level, with levels recorded up to 12 mg/kg in many areas. The test results are below the typically detected levels of arsenic in the southern California area. (GeoTek, 2023d)

2. Area Near the 55-Gallon Drums

A total of eight (8) soil samples were collected in the area near the 55-gallon drums. The samples obtained at a depth of six (6) inches were tested for TPH and VOCs. Analysis of the soil samples had detectable concentrations of diesel and oil (TPH) in three (3) of the samples. The concentration of one of the diesel TPH sample was above screening levels for residential soils. Since the sample obtained levels of TPH above regulatory levels for residential soils, the sample obtained at a depth of 12 inches was also tested for TPH. The concentration of the diesel TPH compound in sample at a depth of 12 inches was not above screening levels for residential soils, as determined by EPA Regional Screening Level (RSL) for residential soil. Analysis of the soil samples near the 55-gallon drum did not detect measurable quantities of VOCs. (GeoTek, 2023d)

3. Stockpiled Soils

One (1) to two (2) samples, depending on the size of the soil pile, were collected and tested for pesticides (OCPs) (EPA Test Method 8081A), organophosphorus pesticides (OPPs) (EPA Test Method 8141B), herbicides (EPA Test Method 8151A) and CAM Metals. Analysis of the soil samples in the stockpiled soils did not detect measurable quantities of OCPs, OPPs, or herbicides. Analysis of the soil samples had detected measurable quantities of arsenic in the soil samples tested. The test results are below the typically detected levels of arsenic in the southern California area. No additional investigation is considered necessary based on the laboratory test results for the stockpiled soils. (GeoTek, 2023d)

4.9.2 NOP/Scoping Comments

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to hazards and/or hazardous materials. Additionally, no comments related to hazards and/or hazardous materials were received during the public scoping period.

4.9.3 Regulatory Framework

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hazards and hazardous materials.

A. Federal Regulations

1. Occupational Safety and Health Act (OSHA)

The federal Occupational Safety and Health Act (OSHA) of 1970 (29 USC § 651 et seq.) authorizes each State (including California) to establish their own safety and health programs with the US Department of Labor, Occupational Safety and Health Administration (OSHA) approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations

(CCR) and include practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

2. Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

B. State Regulations

While federal statutes have established national standards for the transportation, emission, discharge, and the disposal of harmful substances, implementation, and enforcement of many of the large programs has been delegated by the U.S. Environmental Protection Agency (EPA) to the states. In turn, the states apply national standards to sources within their borders through permit programs that control the release of pollutants into the environment. Thus, while most implementation and enforcement occurs at the State or local level, the U.S. EPA maintains an overarching role with respect to the states by establishing federal standards and approving state programs.

The primary federal and State regulations applicable to the Project are:

- The Resource Conservation and Recovery Act (RCRA) gives the U.S. EPA the authority to control hazardous waste from cradle to grave. This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The EPA does not handle all environmental concerns, as some issues are primarily concerns of tribal, state, or local agencies. Many environmental programs have been delegated to the state and local level and they have primary responsibility for them.

- The State of California has developed the California Hazardous Waste Control Law (HWCL) and the EPA has delegated authority for RCRA enforcement to the State of California. Primary authority for the statewide administration and enforcement of HWCL rests with the Department of Toxic Substances Control (DTSC).

1. Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of

Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances with certain exceptions. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses.

2. California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law.

3. California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24

and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22."

C. ***Regional Policies***

1. Certified Unified Program Agency (CUPA)

Federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA with responsibility for the City of Jurupa Valley is Riverside County Department of Environmental Health (RCDEH). The RCDEH oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate USTs, own/operate petroleum ASTs, or handle other materials subject to the California Accidental Release Program . Riverside County Ordinance No. 615 "Hazardous Waste Generation, Storage, Handling and Disposal" was promulgated for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated.

2. The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program).

This program provides for local implementation of hazardous materials regulatory programs. The California Environmental Protection Agency designated the RCDEH Hazardous Materials Branch as the Certified Uniform Protection Agency (CUPA) with responsibility for overseeing the primary hazardous materials programs applicable to the Project.

D. ***City General Plan Policies***

The specific policies outlined in the City's General Plan Community Safety, Services, and Facilities Element that are related to hazards and hazardous materials and that apply to the proposed Project, including Policy CSSF 1.23 related to fire prevention features, are listed in General Plan Consistency Analysis table in Subsection 4.11, *Land Use and Planning*, of this EIR.

4.9.4 METHODOLOGY

The Project site and surrounding areas were assessed to determine the potential presence of hazardous materials. A Phase I and Limited Phase II ESA was prepared by GeoTek in accordance with ASTM E 1527-13 which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Project site and adjoining properties to evaluate the presence of hazardous substances at the Project site. In order to prepare this EIR subsection, additional relevant information was also obtained from the City of Jurupa Valley General Plan, and the Riverside County GIS database.

4.9.5 BASIS FOR DETERMINING SIGNIFICANCE

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance*, August 20, 2020, set forth the following significance thresholds for hazards and hazardous materials. The Project would have a significant impact related to hazards and hazardous materials if it would:

a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*

Under the City's local significance threshold, the project would have significant effects if: The project handles a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*

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

- The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

- The project handles or stores hazardous materials in quantity equal to or greater than the amounts specified by Health and Safety Code §25507 **and** is located within designated 100- or 500-year flood zones.

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*

Under the City's local significance threshold, the project would have significant effects if: The project site is located within ¼th mile of an existing public or private school, **and** the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

d. *Be located on a site 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;*

Under the City's local significance threshold, the project would have significant effects if: The project is located on a site that is included on a list of hazardous materials sites compiled according to Government Code §65962.5. List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.

- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" CDO and CAO from Water Board.
- List of hazardous waste facilities subject to corrective action according to Section 25187.5 of the Health and Safety Code, identified by DTSC.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

Under the City's local significance threshold, the project would have significant effects if: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport, and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and

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

- The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.
- Any required street improvements do not meet General Plan and/or City standards.
- The project has less than two (2) routes for emergency egress and regress (unless otherwise allowed by the Fire Department).

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Under the City's local significance threshold, the project would have significant effects if: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.

4.9.6 IMPACT ANALYSIS

Threshold a:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*** ***Under the City's local significance threshold, the project would have significant effects if: The project handles a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.***

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local laws currently in place which effectively reduce impacts from hazards and hazardous materials.

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

PPP 4.9-1 **Regulations Governing Asbestos-Containing Materials (ACMs) or Lead-Based Paint (LBP).** Any project-related demolition activities that have the potential to expose construction workers and/or the public to ACMs or LBP will be conducted in accordance with applicable regulations including, but not limited to:

- South Coast Air Quality Management District's Rule 1403
- California Health and Safety Code (§ 39650 et seq.)
- California Code of Regulations (Title 8, § 1529)
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, § 1529 [Asbestos] and § 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine transport, use, or disposal of hazardous materials.

B. *Impact Analysis*

1. On-Site Conditions

Based on a review of regulatory databases and a site reconnaissance, the Project site does not contain any RECs, HRECs, or CRECs, nor is the Project site affected by any off-site hazards or hazardous materials. One propane above-ground storage tank was observed but is not considered to be an environmental concern due to propane being a gas at standard temperature and pressure. No other visual indication of other conditions of concern (drywells, cesspools, etc.) that would indicate a recognized environmental concern was observed during the site reconnaissance. (GeoTek, 2021a; GeoTek, 2021b)

Due to historical agricultural use, near surface soil samples were collected from the site and were analyzed for organo-chlorinated pesticides (EPA Method 8081) and arsenic (EPA Method 6010B). The laboratory testing concluded that organo-chlorinated pesticides and arsenic were not detected above regional screening levels (residential) in the soil samples tested. Based on this laboratory testing, the historical agricultural use on the site is not considered an environmental concern. (GeoTek, 2021a) According to the soil sampling results, concentrations of diesel TPH compound were detected above the screening levels for residential soils near the barn structure perimeters and 55-gallon drums.

As a result, implementation of the Project would result in potentially significant impacts related to on-site soil contamination.

2. Temporary Construction-Related Activities

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to onsite construction workers or the general public. Construction activities would also be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Additionally, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to the California Hazardous Waste Control Law (HWCL).

Construction activities required to develop the Project site would involve the disturbance of onsite soils. As discussed above in Section 4.9.1, concentrations of diesel TPH compound were detected above the screening levels for residential soils near the barn structure perimeters and 55-gallon drums. Therefore, the risk of exposure of hazardous materials to workers and the public through the routine, transport, use, or disposal of contaminated soils would be potentially significant.

3. Demolition

The use of asbestos-containing materials (ACM, a known carcinogen) and lead-based paint (LBP) (a known toxic), both of which are considered hazardous materials, was a common building construction prior to 1978. As discussed above, structures in the northern portion of the site can first be observed in an aerial photograph dated 1985. Therefore, the potential for ACM and LBP materials in the existing structures is considered low. However, as stated in PPP 4.9-1, all proposed demolition activities would be required to comply with all applicable federal, State, and local hazardous materials regulation, which includes mandatory provisions for the safe removal, transport, and disposal of ACMs and LBP. Compliance with the regulatory requirements stated under PPP 4.9-1 would ensure that removal of ACMs or LBPs would result in a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

4. Long-Term Operation

The Project would result in the development of 1,576 dwelling units. Assuming an average household size of 3.75, consistent with the household size reported in the City's General Plan Housing Element, the Project would generate 5,910 new residents in the City. A detailed description of the proposed Project is provided in EIR Section 3.0, *Project Description*.

Operation of the proposed residential uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. The types of hazardous materials that could be used during operation of future potential school site would involve the limited use of hazardous materials for air conditioning, janitorial, maintenance, and repair activities. These materials would include cleansers, paints, degreasers, adhesive, sealers, fertilizers, and pesticides for cleaning and maintenance purposes. However, these types of materials are not considered acutely hazardous and would be used in limited quantities. Additionally, school facilities are not associated with uses that use, generate, store, or transport large quantities of hazardous materials—such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances (as described in Subsection 4.8.3 above). With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment. Impacts are regarded as less than significant and mitigation is not required.

C. ***Significance Before Mitigation***

Potentially Significant.

D. Mitigation Measures

MM 4.9-1 During demolition activities soil shall be removed around boring locations S-7 and S-11 as reported in the Environmental Services report dated September 11, 2023 (Technical Appendix I4). Soils shall be removed a minimum of 6-inches deep and a horizontal extent of 5-feet in equal distance from the boring locations. Following removal, additional soil testing shall be performed for Total Petroleum Hydrocarbons (TPH) (EPA Test Method 8015B) to ensure that remaining soils are not above the EPA Regional Screening Levels for residential soil. The removal of these soils and analysis providing evidence that remaining soils are not above EPA RSL for residential soil shall be documented and submitted to the RCDEH-ECP, prior to issuance of a grading permit.

E. Significance After Mitigation

Implementation of Mitigation Measure MM 4.9-1 would ensure that any contaminated soils encountered during Project construction that are determined to be hazardous by an applicable government oversight agency are appropriately removed so that they would not pose a hazard to the public or the environment during construction. As such, impacts would be less than significant after implementation of Mitigation Measure MM 4.9-1.

Threshold b: ***Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

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

- ***The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.***
- ***The project handles or stores hazardous materials in quantity equal to or greater than the amounts specified by Health and Safety Code §25507 and is located within designated 100- or 500-year flood zones.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project pertaining to Threshold b.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. ***Impact Analysis***

As indicated under the discussion and analysis for Threshold a, the Project's Phase I and Limited Phase II Environmental Site Assessment did not identify any RECs or HRECs at the Project site. However, soil sampling results detected concentrations of diesel TPH compounds above the screening levels for residential soils near the barn structure perimeters and 55-gallon drums. Accordingly, there would be potentially significant impacts with respect to a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment associated with the existing conditions at the Project site.

1. Temporary Construction-Related Activities

As discussed under Threshold a, the Project's near-term construction activities would have a potentially significant impact associated with hazardous materials handling or disposal. Construction activities would be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction site. Additionally, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to the California Hazardous Waste Control Law (HWCL). Soil sampling results detected concentrations of diesel TPH compounds above the screening levels for residential soils near the barn structure perimeters and 55-gallon drums. Additional testing should be performed at the bottom of the excavation in order to determine if additional materials need to be removed. Thus, impacts due to construction activities would have the potential to cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be potentially significant.

2. Long-Term Operation

The long-term operation of the proposed Project would not result in any significant adverse effects associated with hazardous materials handling or disposal. The operation of the proposed Project would not include any components associated with the transport, use, or disposal of hazardous materials beyond those typical of a similar land use, which would be conducted in accordance with all applicable local, State, and federal regulations. Additionally, the Project is not anticipated to handle a hazardous material or a mixture containing a hazardous material that has a quantity at any one time during the reporting year that is equal to, or greater than, 55 gallons for materials that are liquids, 500 pounds for

solids, or 200 cubic feet for compressed gas pursuant to Health and Safety Code §25507. General cleaning activities on-site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products. Accordingly, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant. No mitigation is required.

C. *Significance Before Mitigation*

Potentially significant.

D. *Mitigation Measures*

Mitigation Measure MM 4.9-1 as discussed above.

E. *Significance After Mitigation*

Implementation of Mitigation Measure MM 4.9-1 would ensure that any contaminated soils encountered during Project construction that are determined to be hazardous by an applicable government oversight agency are appropriately removed so that they would not pose a hazard to the public or the environment during construction. As such, impacts would be less than significant after implementation of Mitigation Measure MM 4.9-1.

Threshold c:	***Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** ***Under the City's local significance threshold, the project would have significant effects if: The project site is located within ¼th mile of an existing public or private school, and the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project pertaining to Threshold c.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. Impact Analysis

The nearest existing school to the Project site is VanderMolen Fundamental Elementary School, located approximately 0.65-mile south of the Project site (Google Earth Pro, 2020). Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Thus, no impact would occur and mitigation is not required.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold d:	***Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is located on a site that is included on a list of hazardous materials sites compiled according to Government Code §65962.5. List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.*** • ***List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.*** • ***List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit.*** • ***List of "active" CDO and CAO from Water Board.*** • ***List of hazardous waste facilities subject to corrective action according to Section 25187.5 of the Health and Safety Code, identified by DTSC.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project pertaining to Threshold d.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials sites because the Project site is not a hazardous materials site.

B. Impact Analysis

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" Cease and Desist Orders CDO and CAOCleanup and Abatement Orders from Water Board.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the California Environmental Protection Agency, the Project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, n.d.).

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e:	***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?***
	Under the City's local significance threshold, the project would have significant effects if: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport, and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.

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

1. Plans, Policies, and Programs (PPPs)

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

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

There are no PPPs applicable to the Project pertaining to Threshold e.

2. Project Design Features (PDFs)

There are no PDFs applicable to airport-related safety hazards.

B. Impact Analysis

The Project site is not within two miles of an any airport and the Project site is not identified as within an Airport Influence Area for airports in Riverside or San Bernardino County (Riverside County, 2019). As such, no impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold f:	***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*** ***Under the City's local significance threshold, the project would have significant effects if:*** ***• The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.*** ***• Any required street improvements do not meet General Plan and/or City standards.*** ***• The project has less than two (2) routes for emergency egress and regress (unless otherwise allowed by the Fire Department).***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.9-1 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to an adopted emergency response plan or emergency evacuation plan.

B. Impact Analysis

The emergency response plan in effect for the City of Jurupa Valley, the Riverside County Emergency Operations Plan (EOP), identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies, in addition to procedures for continuity of government.

The City of Jurupa Valley Local Hazard Mitigation Plan (LHMP), issued in 2018 (City of Jurupa Valley, 2018), provides additional information on hazard assessments; hazard mitigation strategies; and resources available for emergency response and hazard mitigation. Unique hazards in the City of Jurupa Valley identified in the LHMP that are relevant to the Project site and abutting land are transportation hazards on SR-60; wildfires in the Santa Ana Riverbed; and flooding along the Santa Ana River.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate access for emergency vehicles. Construction activities for the Project would be primarily confined to the Project site and would include off-site roadway improvements that comply with City standards. During operation, the Project would not involve any activities that would impede public access or travel along the public right-of-way or interfere with an adopted emergency response or evacuation plan. Additionally, as shown on Figure 3-8, *Vehicular Circulation Plan*, the Project provides multiple points of access for ingress and egress. The proposed Project would not substantially impede emergency response routes in the local area.

The Project would not include a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor would it close any existing streets or otherwise represent a significant impediment to emergency response and evacuation of the local area. The Project would also comply with all applicable codes and ordinances for emergency access. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Thus, no impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold g:	***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.9-1 (listed under Threshold f) applies to the Project and would reduce impacts relating to wildland fire risk. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The are no Project Design Features applicable to the Project related to the topic of wildland fires.

B. Impact Analysis

The Project site is not located within a "Moderate", "High", or "Very High" fire hazard Zone in Figure 8-10, Wildfire Severity Zones in Jurupa Valley, of the City's General Plan . Furthermore, the Project would be required to use drought tolerant, irrigated landscaping. Accordingly, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Thus, no impacts would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

4.9.7 Cumulative Impact Analysis

The area considered for cumulative impacts is the City and related projects. Hazards and hazardous waste impacts are typically unique to each site and do not usually contribute to cumulative impacts. Cumulative development projects would be required to assess potential hazardous materials impacts on the development site prior to grading. The Project and other cumulative projects would be required to comply with laws and regulations governing hazardous materials used and generated as described. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant after regulatory compliance.

As concluded under Threshold a, soil sampling results detected concentration of diesel TPH compounds above the screening levels for residential soils near the barn structure perimeters and 55-gallon drums. Impacts would be less than significant after implementation of Mitigation Measure MM

4.9-1. The Project's temporary construction activities would entail the storage, handling and use of hazardous substances; however, there would be no greater risk associated with the transport, use, disposal, or accidental release of these substances than would occur on any other similar construction site, and impacts would be less than significant. Similarly, any other developments in the Project vicinity proposing the construction of uses for the potential for use, storage, or transport of hazardous materials also would be required to comply with the same federal, State, and local regulations as the Project, which would preclude potential adverse impacts related to hazardous materials.

As concluded under Threshold b, operation of the proposed Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, or disposal of hazardous substances, which would ensure that operation of the Project would have a less than significant impact related to the release of hazardous materials into the environment. Because the Project and nearby cumulative development would not result in adverse impacts related to handling, transport, storage, and treatment of hazardous materials due to mandatory compliance with federal, State, and local regulations that require that minimum, adequate safety standards are met, there is no potential for a cumulative impact to occur related to hazardous materials, including under routine and accident conditions.

As concluded under Threshold c, no existing or planned schools are located within 0.25-mile of the Project site, and therefore, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school, and no impact would occur. Therefore, the Project has no potential to combine with other development projects to result in substantial hazardous materials-related impacts within 0.25-mile of the Project site.

As indicated under Threshold d, because the Project site is not classified as a hazardous materials site, there is no potential for the Project to contribute to, or exacerbate, adverse environmental effects resulting from other hazardous materials sites in the Project vicinity.

As concluded under Threshold e, the Project site is not located within an Airport Influence Area. Accordingly, the Project would not result in an impact associated with air travel safety hazards or aircraft operations. Therefore, the Project has no potential to combine with other development projects to result in air travel safety hazards or aircraft operations impacts.

As concluded under Threshold f, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route; therefore, it has no potential to impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan and would result in no impact. Thus, the Project would have no effect on emergency access and there is no potential for the proposed Project to contribute to any cumulative impacts associated with emergency facilities or emergency evacuation routes.

As stated under Threshold g, the Project site would reduce the risk of wildfire hazards for adjacent land uses and would not result in a significant risk of loss, injury, or death involving wildland fires. As

such, the Project would not be cumulatively considerable or contribute to any cumulative impact related to wildland fires.

4.10 HYDROLOGY AND WATER QUALITY

The following analysis is based on information obtained from the technical report entitled, the *Hydrology and Hydraulic Study* prepared on July 11, 2023 by JLC (JLC, 2023b) (*Technical Appendix J* to this EIR); the *Project Specific Water Quality Management Plan*, prepared on July 11, 2023 by JLC Engineering & Consulting, Inc. (JLC) (JLC, 2023a) (*Technical Appendix K* to this EIR); the Water Supply Assessment and Written Verification of Sufficient Water Supply, approved December 12, 2022, prepared by Albert A. Webb Associates (Webb) (Webb, 2022) (*Technical Appendix O* to this EIR); the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* (SARWQCB, 2022); and, the *Integrated Regional Water Management Plan (IRWMP)* for the Santa Ana River watershed prepared by the Santa Ana Watershed Project Authority (SAWPA) (SAWPA, 2018). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.10.1 ENVIRONMENTAL SETTING

A. Regional Hydrology

The Project site is located in the Santa Ana River watershed, approximately 1.5-mile northwest of the Santa Ana River in Jurupa Valley. The Santa Ana River watershed drains a 2,840 square-mile area. The Santa Ana River flows over 100 miles and drains the largest coastal stream system in Southern California. The Santa Ana River headwaters originate in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. (SAWPA, 2018)

B. Site Hydrology

The Project site is located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan (ADP). The ADP outlines a master plan for orderly development of flood control facilities for ultimate "build-out" of the area. Since Jurupa Valley is not at "buildout" conditions, the stormwater drainage systems in the City are in varying stages of interim- and ultimate-condition.

The majority of the Project site is currently undeveloped and used for agricultural purposes. The Project site is roughly bounded by Bellegrave Avenue to the north, Limonite Avenue to the south, I-15 to the west, and Pat Ranch to the east. There is currently no storm drain infrastructure on the project site. Existing topography conditions cause the existing flows to sheet flow onto the surrounding streets where the flows are captured by existing systems. There are several storm drain facilities that have been constructed and provide regional flood protection for the existing Project site. (JLC, 2023b)

- Bellegrave Basin: The basin is a regional system that has been designed to collect and detain runoff emanating north of Bellegrave Avenue. The regional basin is used to reduce the peak flow rate that is discharged into the Line J storm drain facility.

- Line C Storm Drain: The existing storm drain collects runoff emanating north of Bellevue Avenue and conveys the runoff into the Bellegrave Basin.

- Line E Storm Drain: The existing storm drain collects runoff emanating north of Bellevue Avenue and extends north along Wineville Avenue. The Line E system conveys the runoff into the Bellegrave Basin.

- Line J Storm Drain: The existing storm drain conveys the runoff from the Bellegrave Avenue Basin to an existing concrete channel located south of 68th Street. The concrete channel then conveys the flows and discharges them directly into the Santa Ana River.

The existing Line J Storm Drain and associated laterals have been constructed along Pat Ranch Road. The Line J Storm Drain systems is part of the Riverside County Flood Control and Water Conservation District (RCFC & WCD) Project Number 1272. The existing storm drain system ranges in size from a 42-inch to 78-inch diameter pipe north of Limonite Avenue and an 8'W x 5'H Reinforced Concrete Box (RCB) south of Limonite to a Double 10'W x 5' H RCB at the downstream terminus. The RCFC & WCD Line J Improvement plans have provided a total of five laterals that have been identified to collect flows from the proposed Project.

Based on the approved design shown on the Line J Storm Drain Improvement Plans, the Project has been provided connection points that will allow the project to discharge a total peak flow rate of 255 cubic feet per second (cfs). (JLC, 2023b)

C. Flooding

According to Federal Emergency Management Agency (FEMA), the western half of the Project site is located on Flood Insurance Rate Map (FIRM) No. 06065C0681G (effective August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with "areas of minimal flood hazard." The eastern half of the Project site is located on Letter of Map Revision (LOMR) 14-09-3381P (effective February 9, 2015) within a "1 pct annual chance flood discharge contained in structure" (FEMA, 2008).

D. Water Quality

The Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act, CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. The Project site's receiving waters include the Santa Ana River Salt Marsh, Tidal Prism of Santa Ana River, and Santa Ana River – Reaches 1, 2, and 3. The Santa Ana River – Reach 3 is included on the CWA's Section 303(d) list of impaired waters because of excessive concentrations of three (3) pollutants ("Pollutants of Concern"), including metals (copper), pathogens (indicator bacteria), and metals (lead). (JLC, 2023a)

E. Groundwater

Jurupa Community Services District (JCSD) is the water supplier for the Project and has prepared a 2020 Urban Water Management Plan adopted by JCSD Board of Directors on June 28, 2021 and deemed complete by the State Department of Water Resources (DWR) on April 25, 2022. JCSD's current sole source of water is local groundwater from the Chino Basin and the Riverside South Basin; both of which are adjudicated groundwater basins. JCSD does not directly rely on imported water, surface water, stormwater, or recycled water to supplement the water supply. The Project site is located entirely within the Chino Basin. (Webb, 2022)

F. Seiches and Tsunami Hazards

Seiches are standing waves oscillating in a body of water that are caused when strong winds and rapid changes in atmospheric pressure push water from one end of a water body to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. In a similar fashion, earthquakes, tsunamis, or severe storm fronts may also cause seiches along ocean shelves and ocean harbors. Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the sea. In the depths of the ocean, tsunami waves do not dramatically increase in height, but as the waves travel inland, they build up to higher and higher heights as the depth of the ocean decreases (NOAA, 2018).

In and near the City of Jurupa Valley, there are no open reservoirs, lakes, or other large bodies of water; therefore, substantial impacts from seiches could not occur. The nearest bodies of water are Lake Matthews, which is located approximately 10.2 miles southeast of the Project site, and Lake Perris, which is located approximately 21.6 miles to the southeast of the Project site (Google Earth Pro, 2022); both of which are too far in distance to have a substantial effect on the Project site. The Project site is located more than 34 miles northeast of the Pacific Ocean; therefore, the potential for a tsunami to affect the Project site is also non-existent due to distance (Google Earth Pro, 2022).

4.10.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to hydrology and water quality resources.

On January 13, 2023, Riverside County Flood Control and Water Conservation District submitted a letter in response to the NOP. The District stated the Project is located within the District's Day Creek Master Drainage Plan footprint. The District noted that facilities must be constructed to District standards, and District plan check, inspection, and administrative fees would be required for District acceptance. Additionally, an encroachment permit for any construction related activities occurring within District right of way or facilities would be required.

4.10.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations associated with hydrology and water quality.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 *et seq.*), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides

program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The Storm Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. The Project site and vicinity are located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan is the governing water quality plan for the region.

C. Regional Policies

1. Santa Ana River Basin Plan

The Water Quality Control Plan for the Santa Ana Basin (Basin Plan) establishes water quality objectives for surface waters and groundwater that are designated for beneficial uses. These water quality objectives are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. Primarily through permitting, the RWQCB regulates discharges to surface and groundwater within the region, such that water quality standards are effectively met.

4.10.4 METHODOLOGY

Information from the Project's preliminary WQMP (EIR *Technical Appendix K*), Hydrology and Hydraulic Study (EIR *Technical Appendix J)*, the City of Jurupa Valley General Plan, and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Project's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed by JLC per the RCFC & WCD Rational Method and Unit Hydrograph. JLC prepared the Project's preliminary WQMP (EIR *Technical Appendix K*) in accordance with the requirements of the City of Jurupa Valley Water Quality Ordinance (Municipal Code Section 6.05) and Ordinance Number 2012-07.

4.10.5 BASIS FOR DETERMINING SIGNIFICANCE

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

a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*

   Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;*

   Under the City's local significance threshold, the project would have significant effects if: The project would conflict with an applicable Ground Water Management program as identified in the applicable Urban Water Management Plan.

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:*

   i. *Result in substantial erosion or siltation on- or off-site;*
   Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

   ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

Under the City's local significance threshold, the project would have significant effects if: The project's drainage system is not designed to manage runoff from 10- and 100-year storm events.

iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff;*

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the County of Riverside Master Drainage Plan or Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

iv. *Impede or redirect flood flows;*

Under the City's local significance threshold, the project would have significant effects if: The project would impede or redirect flood flows in a manner that would adversely impact upstream of downstream properties.

d. *Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or*

Under the City's local significance threshold, the project would have significant effects if: The project is located in a 100-year flood hazard zone and inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

e. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls or Santa Ana Region Basin Plan.

4.10.6 IMPACT ANALYSIS

Threshold a:	***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.***

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B(1), any person performing construction work in the city shall comply with the provisions of that chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer.

PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B(2), any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The City may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.

PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section C, new development or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City Engineer shall identify the best management practices (BMPs) that may be

implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer. The BMPs may include, but are not limited to, the following and may, among other things, require new developments or redevelopments to do any of the following:

(1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:

(a) Incorporating landscaping, green roofs and open space into the project design;

(b) Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and

(c) Incorporating detention ponds and infiltration pits into the project design.

(2) Direct runoff to permeable areas by orienting it away from impermeable areas to swales, berms, green strip filters, gravel beds, rain gardens, pervious pavement or other approved green infrastructure and French drains by:

(a) Installing rain-gutters oriented towards permeable areas;

(b) Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property; and

c) Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas.

(3) Maximize storm water storage for reuse by using retention structures, subsurface areas, cisterns, or other structures to store storm water runoff for reuse or slow release.

(4) Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer.

2. Project Design Features (PDFs)

There are no PDFs applicable to the topic of water quality beyond the on-site stormwater drainage system and water treatment design features described herein.

B. Impact Analysis

1. Construction-Related Water Quality Impacts

Development of the proposed Project would involve demolition, site preparation, grading, building construction, paving, and architectural coating, which have the potential to generate water quality pollutants such as silt, debris, organic waste, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

The Project site includes the 153-acre Specific Plan Area, an additional 36 acres south of the Specific Plan Area (Commercial Planning Areas 11 & 12 of SP No. 266), and 11.7 acres of off-site improvements. The southern 36 acres, between the south boundary of the proposed Specific Plan and Limonite Avenue is currently approved for commercial use under the I-15 Corridor Specific Plan and related EIR and will remain in the I-15 Corridor Specific Plan. In order to provide one cohesive development, minimize construction traffic, and balance the earthwork, the southern 36 acres would be mass graded with the Project. Per the Project's Conceptual Grading Plan (Figure 3-11 of this EIR), the Project site would be graded in a manner that approximates the site's existing topographic conditions. The grading ensures that the gradient of the proposed surface would allow the Project to provide adequate slopes for streets to meet street design criteria and to provide flood protection for the future building pads within the Project site.

Pursuant to the requirements of the Santa Ana RWQCB and City of Jurupa Valley Municipal Code Section 8.70.290, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities that complies with Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, (see PPP 5.9-1 through 5.9-3). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, and disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property.

Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Additionally, pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project Applicant also would be required to implement an erosion control plan to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that implementation of the Project would not result in a violation of any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts

associated with construction activities would be less than significant and no mitigation measures would be required.

2. Post-Development Water Quality Impacts

Stormwater pollutants that may be produced during Project operation include bacterial indicators, nutrients, pesticides, sediments, trash & debris, and oil & grease. Project priority pollutant(s) of concern include pesticides. Once the Project has been constructed, urban runoff could include a variety of contaminants that could impact water quality.

To meet the requirements of the City's NPDES permit and in accordance with the City of Jurupa Valley Municipal Code Chapter 6.05, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

The Project's Preliminary WQMP, prepared by JLC, is included as *Technical Appendix K* to this EIR. The Project would include six detention/water quality basins and a subsurface basin within Planning Area 17. Figure 4.10-1, *WQMP Site Plan* presents the Project's proposed drainage areas and detention/water quality basins. Two of the basins would be infiltration BMPs and three of the basins would be bio-retention BMPs since the infiltration rate at the basin locations is greater than 0.3 in/hr. The three bio-retention basins would be designed as treatment trains using bioretention and drywells. Source control BMPs and construction BMPs would be included during future engineering. Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features. Impacts would be less than significant.

C. Significance Before Mitigation

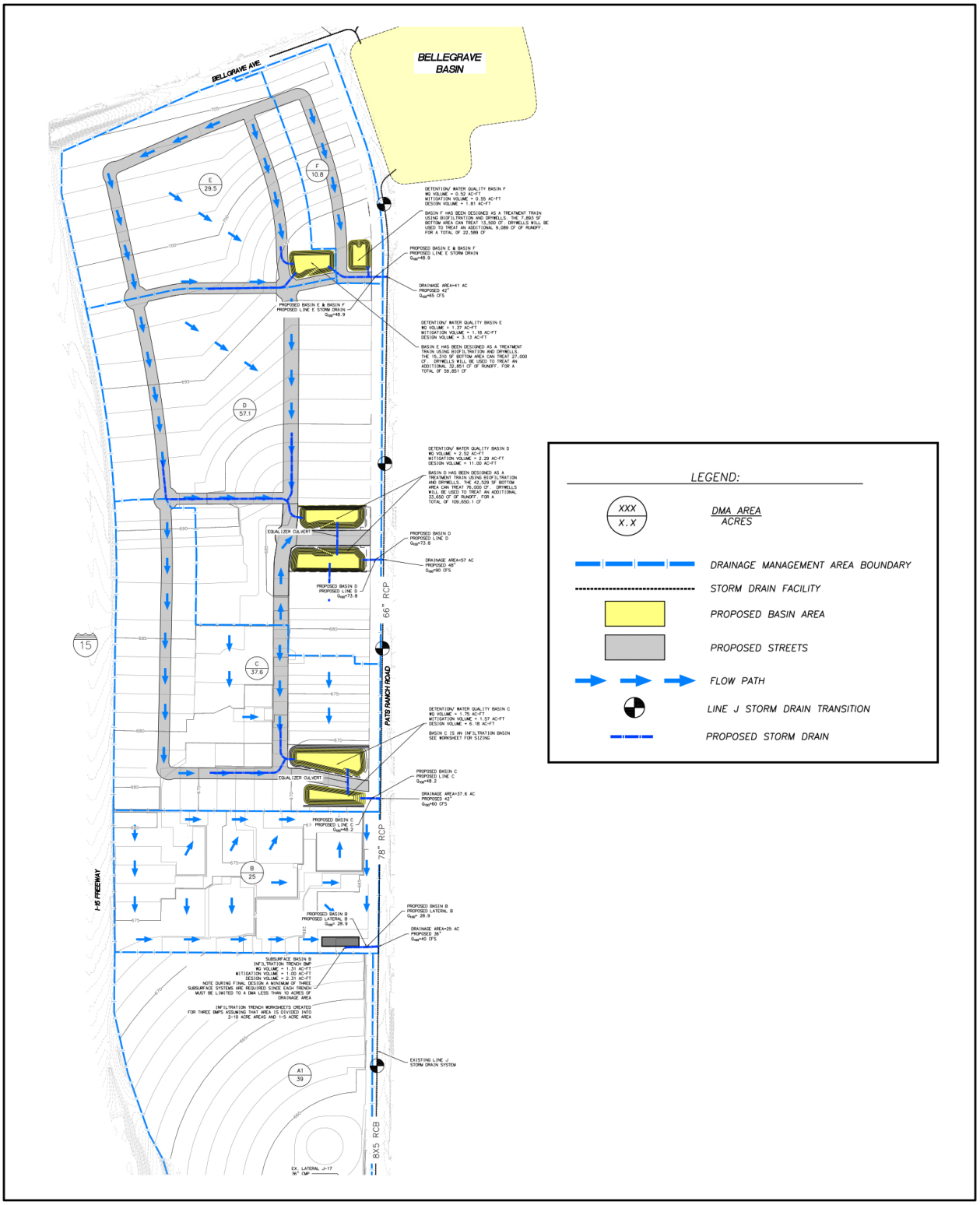
Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Source(s): JLC Engineering & Consulting, Inc. (07-11-2023)

Figure 4.10-1

Not to Scale

WQMP Site Plan

Threshold b:	***Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*** ***Under the City's local significance threshold, the project would have significant effects if: The project would conflict with an applicable Ground Water Management program as identified in the applicable Urban Water Management Plan.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the topic of groundwater supply/recharge.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the topic of groundwater and groundwater recharge.

B. Impact Analysis

1. Groundwater Supply

The Project is in the City of Jurupa Valley and consists of developing approximately 153 acres of vacant former agricultural land into a maximum of 1,576 residential units on 133.49 acres, with 10.23 acres of open space recreation and 9.47 acres of open space conservation (i.e., irrigated stormwater basins) and an overlay allowing development of a school on 9 acres.

The Project would be served with potable and non-potable water from JCSD. The Chino basin is the direct source of potable groundwater for JCSD. The use of groundwater from the Riverside South Basin is limited to non-potable wells used for irrigation purposes and would not likely serve the Project.

The estimated potable water demand for the Project with an elementary school is approximately 371 acre-feet per year (AFY) and the recycled water demand is approximately 167 AFY (Table 2-4 of the Project's WSA; see *Technical Appendix O*). The Project's water demand projected without the elementary school is 382 and 151 AFY for potable and recycled water, respectively (Table 2-3 of the Project's WSA; see *Technical Appendix O*). The water demand projections of the 2020 UWMP considered a land use plan for the subject property that had a water demand of approximately 535 AFY (Table 2-5 of the Project's WSA). The proposed Project was known to the District when it was preparing the JCSD 2020 UWMP projections for water demand. The Project's total water demand (recycled plus potable) is equivalent to what was accounted for in the 2020 UWMP. Therefore, the Project's water demand was fully accounted for in the 2020 UWMP. (Webb, 2022)

The Project's WSA concluded that the total projected water supplies available to JCSD during normal, single dry, and multiple dry year periods over a 20-year projection would be sufficient to meet the projected water demand associated with the proposed Project in addition to the water supplier's existing and planned future uses, including agricultural and manufacturing uses. Accordingly, implementation of the proposed Project would not substantially or directly decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

2. Groundwater Recharge

The majority of the Project site is currently undeveloped and used for agricultural purposes. Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater basin that underlies the Project site (Chino Basin).

Percolation is just one of several sources of groundwater recharge for the Chino Basin. The Project would include the installation of a subsurface basin and multiple water quality detention basins and landscaping, which would promote natural infiltration on the Project site. Based on the size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation, implementation of the Project would result in incremental changes to local percolation and would not result in substantial adverse effects to local groundwater recharge.

As mentioned previously, the Chino Basin is an adjudicated basin; adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Chino or Riverside South Basins.

For the reasons stated above, the Project would not substantially decrease or deplete groundwater supplies and would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold c: ***Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) result in substantial erosion or siltation on- or off-site;

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Under the City's local significance threshold, the project would have significant effects if: The project's drainage system is not designed to manage runoff from 10- and 100-year storm events.

ii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the County of Riverside Master Drainage Plan or Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

iv) impeded or redirect flood flows?

Under the City's local significance threshold, the project would have significant effects if: The project would impede or redirect flood flows in a manner that would adversely impact upstream of downstream properties.

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

1. Plans, Policies, and Programs (PPPs)

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

The following PPPs apply to the Project and would reduce impacts relating to alterations to the existing drainage pattern. PPP 4.7-3, as discussed in Section 4.7, *Geology and Soils*, under Threshold b, would reduce impacts relating to erosion and siltation. PPP 4.10-1 through PPP 4.10-3 identified under Threshold a, apply to the Project and would reduce impacts relating to water quality and waste

discharge requirements. Additionally, PPP 4.10-4 applies to the Project. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.10-4 Pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project's construction contractor shall implement an erosion control plan to minimize water- and windborne erosion during construction activities.

2. Project Design Features (PDFs)

PDF 4.10-1 The Project-specific WQMP must be implemented throughout Project design, construction, operation, and maintenance.

B. Impact Analysis

1. Erosion and Siltation

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, both of which would result in changes to the existing drainage patterns of the Project site. Per the Project's Conceptual Grading Plan (Figure 3-11 of this EIR), the Project site would be graded in a manner that approximates the site's existing topographic conditions. The grading ensures that the gradient of the proposed surface would allow the Project to provide adequate slopes for streets to meet street design criteria and to provide flood protection for the future building pads within the Project site.

The Project would include six detention/water quality basins and a subsurface basin within Planning Area 17. There is a total of five laterals, that range from 24 inches to 48 inches in diameter, from Line J storm drain that would connect to the Project site. Runoff from the Project would flow into a subsurface basin and water quality, detention basins and then into the existing Line J storm drain system.

Although the Project would alter the Project site's interior drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project's construction contractor would be required to implement an erosion control plan to minimize water- and windborne erosion during construction activities. Furthermore, implementation of SWPPP requirements including site-specific BMPs, as required by PPP 4.7-3 discussed in Section 4.7, *Geology and Soils*, would ensure no substantial erosion would occur and runoff from the Project site would be similar to existing conditions.

Furthermore, as summarized in the Project's Preliminary WQMP (*Technical Appendix K*), the treatment controls proposed (i.e. detention basins) for the Project site are effective at removing sediment from stormwater runoff during long-term operation (JLC, 2023a). Compliance with the WQMP, and long-term maintenance of on-site stormwater conveyance and retention infrastructure by

the property owner or operator to ensure their long-term effectiveness, would be required by the City pursuant to Municipal Code Chapter 6.05, see PPPs 4.10-1 through 4.10-3). Therefore, runoff flows leaving the Project site would not carry substantial amounts of sediment. Impacts would be less than significant and no mitigation is required.

2. Stormwater Runoff

Based on the approved design shown on the RCFC & WCD Line J Storm Drain Improvement Plans, the Project has been provided connection points that would allow the project to discharge a total peak flow rate of 255 cfs. Table 4.10-1, *Allowable and Actual Flow Rates for Line J* provides the actual flow rates that the proposed basins discharge into the Line J system in compliance with the allowable Q_{100} per RCFC & WCD Line J Improvement Plans, Project Number 1-272.

Table 4.10-1 Allowable and Actual Flow Rates for Line J

Basin Name	Drainage Area	Acreage	Allowable Q_{100} (CFS)	Peak Q_{100} (CFS)	Actual Q_{100} (CFS)
Subsurface Basin B	B	25	84.1	59.3	28.9
Basin C	C	37.6	132.3	95.6	48.2
Basin D	D	47.1	123.1	158.7	73.8
Basin E	E	29.5	102	73.7	34.6
Basin F	F	10.8		29.1	14.3

(JLC, 2023b)

Based on the hydrology calculations and proposed basins, the Project would not adversely impact Line J and would provide the required water quality storage to address impacts to water quality. (JLC, 2023b) Therefore, runoff discharge from the Project site would not have an adverse effect to the existing storm drain system downstream.

3. Stormwater Discharge System Capacity & Polluted Runoff

As stated above, implementation of the Project would not exceed the Line J storm drain system capacity. Although runoff from the Project site would increase post-construction stormwater flows from existing conditions, the design flow of the existing storm drain system has adequate capacity to accommodate the increase rate of runoff from the Project site. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Impacts would be less than significant an no mitigation is required.

As discussed in detail earlier under Threshold a, the Project's construction contractors would be required to comply with a NPDES Construction General Permit, a site-specific SWPPP, an erosion control plan, and the Preliminary WQMP (*Technical Appendix K*) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant and no mitigation is required.

4. Flood Flows

As previously mentioned above in Subsection 4.10.1, the western half of the Project site is located on Flood Insurance Rate Map (FIRM) No. 06065C0681G (effective August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with "areas of minimal flood hazard." The eastern half of the Project site is located on Letter of Map Revision (LOMR) 14-09-3381P (effective February 9, 2015) within a "1 pct annual chance flood discharge contained in structure". (FEMA, 2008) The Project site is not located within a 100-year flood hazard area and does not have the potential to impede or redirect flood flows within a 100-year floodplain.

The results of the Hydrology and Hydraulic Study determined that the proposed onsite storm drain systems and detention basins would provide 100 year flood protection. The Project site would be graded in a manner that approximates the site's existing topographic conditions and provide adequate slopes to provide flood protection for the future building pads within the Project site. The Project would be designed to ensure that peak flood volumes and flows would be equivalent to that of the designed capacity of the existing storm drain system. Therefore, impacts would be less than significant and no mitigation is required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d:	***Would the Project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***
	Under the City's local significance threshold, the project would have significant effects if: The project is located in a 100-year flood hazard zone and inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with release of pollutants due to inundation of the Project site.

There are no PPPs applicable to the topic of seiche or tsunami.

2. Project Design Features (PDFs)

The Project proposes to construct and operate a storm drain system that would include six detention basins and a subsurface storage system within Planning Area 17.

B. Impact Analysis

The nearest bodies of water are Lake Matthews, which is located approximately 10.2 miles southeast of the Project site, and Lake Perris, which is located approximately 21.6 miles to the southeast of the Project site (Google Earth Pro, 2022); both of which are too far away from the subject property to result in inundation in the event of a seiche. The Project site is located more than 34 miles northeast of the Pacific Ocean; therefore, the potential for a tsunami to affect the Project site is also non-existent due to distance (Google Earth Pro, 2022). As discussed under Threshold c, the western half of the Project site is located on Flood Insurance Rate Map (FIRM) No. 06065C0681G (effective August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with "areas of minimal flood hazard." The eastern half of the Project site is within located on Letter of Map Revision (LOMR) 14-09-3381P (effective February 9, 2015) within a "1 pct annual chance flood discharge contained in structure". (FEMA, 2008) The Project site is not located within a 100-year flood, and the Project would be designed to ensure that peak flood volumes and flows would be equivalent to that of the designed capacity of the existing storm drain system. Accordingly, implementation of the Project would not risk release of pollutants due to inundation. Impacts would be less than significant.

C. Significance Before Mitigation

Less than Significant Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than Significant Impact.

Threshold e:	***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*** ***Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls or Santa Ana Region Basin Plan.***

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with a water quality control plan or sustainable groundwater management plan.

PPP 4.10-1 through PPP 4.10-3 identified under Threshold a, apply to the Project and would reduce impacts relating to water quality control.

2. Project Design Features (PDFs)

The Project proposes to construct and operate a storm drain system that would include six detention basins and a subsurface storage system within Planning Area 17.

B. Impact Analysis

As discussed in Threshold a above, the Project site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and WQMP and by installing and maintaining the on-site stormwater infrastructure that is designed to minimize impacts associated with water quality and polluted runoff from the Project site. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant and no mitigation is required.

The Project site is located within the Chino Basin which was adjudicated in 1978 by the San Bernardino County Superior Court. Adjudicated basins, like the Chino Basin are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Chino Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.10.7 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Chino Groundwater Basin based on projections identified in the City's General Plan. The analysis of potential cumulative impacts to hydrology and water quality is divided into six general topics of discussion by combining the Thresholds of Significance (listed above in Subsection 4.10.5) into groupings of like topics, as follows: water quality (Thresholds a and e); groundwater supply and recharge (Threshold b); erosion and siltation (Threshold c); flood hazards (Thresholds c); stormwater drainage system capacity (Threshold c); and other hazards (Threshold d).

A. Water Quality

Project construction and the construction of other projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and sedimentation, to the Santa Ana River Watershed. As discussed above in Thresholds a and e, pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb one (1) or more acre of land area are required to obtain a NPDES permit and obtain coverage for construction activities. In order to obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, would ensure that development projects within the Santa Ana River watershed, including the proposed Project, would not contribute substantially to water quality impairments during construction; therefore, the Project would not contribute to a cumulatively considerable impact.

Operational activities on the Project site would be required to comply with the Project's Preliminary WQMP to minimize the amount of waterborne pollution discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.

B. Groundwater Supply and Recharge

As discussed above in Threshold b, although the proposed Project would increase impervious surface coverage on the site, the Project incorporates permeable landscape areas and other design features that would allow some surface runoff to infiltrate into the groundwater basin. Other development projects would have the potential to increase impervious surface coverage which would, in turn, reduce the amount of water percolating down into the groundwater basin. As previously noted, the City is underlain by groundwater resources associated with the Chino Basin; however, impacts to groundwater recharge would be incremental and insignificant based on the small size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation. Furthermore, no groundwater wells would be installed on the Project site as part of the Project's implementation. Other development projects would be required to comply with their respective urban water management plans to ensure that development would not obstruct with or prevent implementation of applicable groundwater management programs. For these reasons, the proposed Project would not result in cumulatively-considerable impacts associated with the depletion of groundwater supplies or substantial interference with sustainable groundwater recharge.

C. Erosion and Siltation

Construction of development projects within the Santa Ana River Watershed would alter existing ground contours throughout the basin, which would result in changes to the basin's existing drainage patterns. As discussed above in Threshold (c), development projects, including the proposed Project, would be required to comply with federal, State, and local regulations to minimize stormwater pollution during construction (including erosion and siltation). Accordingly, grading plans would be required to be designed to preclude undue soil erosion and development projects would be required to prepare and implement SWPPPs and WQMPs to ensure that substantial soil erosion and/or sedimentation would not occur during temporary construction conditions or long-term operating conditions. Because the Project, and all other developments throughout the Santa Ana River Watershed, would need to comply with applicable federal, State, and local regulations, substantial cumulative erosion and/or siltation would not occur.

D. Flood Hazards

Construction of the Project and other development projects within the Santa Ana River Watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. As discussed above in Threshold c, compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and also would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold (c), the Project is

designed to ensure that peak flood volumes and flows are equivalent to that of the designed capacity of the existing storm drain system. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

E. Stormwater Drainage System Capacity

As discussed above in Threshold c, the capacity of the proposed storm drain system would contain adequate capacity to accommodate all Project runoff. Other development projects would be subject to review to ensure that there is adequate stormwater drainage system capacity. Therefore, impacts to the existing stormwater drainage system capacity would be less than cumulatively-considerable.

F. Other Hazards

As discussed above in Threshold d, the Project site, along with other development projects within the Project vicinity, are not located within an inundation area associated with seiches or tsunamis. The Project has no potential – on either a direct or cumulative level – to result in adverse water quality effects due to inundation associated with seiches or tsunamis.

4.11 LAND USE AND PLANNING

The following analysis is based on information obtained from the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); the City of Jurupa Valley Municipal Code (City of Jurupa Valley,); and SCAG's 2020-2045 RTP/SCS (Connect SoCal) (SCAG, 2020a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.11.1 EXISTING CONDITIONS

A. Project Site

The Project site consists of 200.7 acres of disturbed/developed agricultural land in the City of Jurupa Valley, Riverside County. From a regional perspective, the Project site is located in the western portion of the City of Jurupa Valley, to the east of the City of Eastvale and to the north of the City of Norco. Interstate 15 (I-15) abuts the Project site to the west, State Route 60 (SR-60) is located approximately 1.9 mile north of the Project site, and SR-91 is located 6.5 miles south of the Project site. At the local scale, the Project site is immediately bounded by Bellegrave Avenue to the north, I-15 to the west, and Pats Ranch Road to the east.

B. Surrounding Land Uses

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

- **North:** The area immediately north of the Project site is under the jurisdiction of the City and is designated as Commercial Retail (CR), Commercial Tourist (CT), Business Park (BP), and Light Industrial (LI), and zoned as Light Industrial, Business Park, Commercial/Retail, Tourist/Commercial under Thoroughbred Farm Specific Plan No. 376. There is no development located to the north of the Project site.

- **East:** The area immediately east of the Project site is under the jurisdiction of the City and is designated as Open Space-Recreation (OS-R), and Medium Density Residential (MDR), and zoned as One- (1) Family Dwellings (R-1) and Open Area Combining Zone - Residential Developments (R5). The developments located east of the Project site include Vernola Family Park, residences, and Skyview Event Center.

- **South:** The area immediately south of the Project site is under the jurisdiction of the City and is designated as CR and zoned as Commercial under I-15 Corridor Specific Plan No. 266. The developments located south of the Project site include Park and Ride and commercial development.

- **West:** The area immediately west of the Project site is under the jurisdiction of the City of Eastvale and is designated as High Density Residential and Medium High Density

Residential and zoned as General Residential (R-3), Mobile Home Subdivision and Mobile Home Park (R-T), and Specific Plan. The developments located east of the Project site include residences.

C. General Plan Land Use Designation and Zoning Classification

As described in Section 3.3 of this EIR and shown in Figure 3-5, the Project site is currently designated Business Park (BP), Commercial Retail (CR), and Medium Density Residential (MDR) in the City's General Plan. Additionally, as shown in Figure 3-6, the current Zoning Classification for the Project site is One- (1) Family Dwellings (R-1), School (S), Industrial Park (I-P), and Scenic Highway Commercial (C-P-S) under the I-15 Corridor Specific Plan No. 266.

The land in the vicinity of the Project site has the following Zoning Classifications: land to the north is zoned Light Industrial, Business Park, Commercial/Retail, and Tourist/Commercial under Thoroughbred Farm Specific Plan No. 376; land to the east is zoned One- (1) Family Dwellings (R-1) and Open Area Combining Zone - Residential Developments (R5); land to the south across Limonite Avenue is zoned Commercial under I-15 Corridor Specific Plan No. 266; and land to the west is located within the City of Eastvale and zoned General Residential (R-3), Mobile Home Subdivision and Mobile Home Park (R-T) and Specific Plan (City of Jurupa Valley, 2022; City of Eastvale, 2019).

4.11.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to land use and planning.

One comment related to land use and planning from the Southern California Association of Governments (SCAG) was received on December 28, 2022. SCAG provided informational resources to facilitate consistency of the Project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, encouraged side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format, and recommends that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance.

4.11.3 REGULATORY FRAMEWORK

The regulatory framework as it applies to the Project is described as follows:

1. Southern California Association of Governments (SCAG)

On September 3, 2020, SCAG adopted Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy which demonstrates how the region will achieve the GHG emissions reduction targets set by CARB (See Section 4.8, *Greenhouse Gas Emissions*). Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporates best practices for achieving the state-mandated reductions in GHG emissions at the

regional level through reduced per-capita vehicle miles traveled (VMT). Connect SoCal is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by SCAG's Regional Council. The Project's consistency with the Connect SoCal is discussed below.

2. Jurupa Valley General Plan

The Jurupa Valley General Plan provides a source of information and a policy framework for the future and through appropriate goals, policies and programs serves as a decision-making tool to guide growth and development. The 2017 General Plan was adopted in September 2017 and consists of a series of state mandated and optional elements to direct the City's physical, social, and economic growth. Elements within the City of Jurupa Valley General Plan include Land Use; Mobility; Conservation and Open Space; Housing; Air Quality; Noise; Community Safety, Services and Facilities; Environmental Justice; Healthy Communities; and Economic Sustainability Elements.

The policies in each of the elements that are relevant to the Project are evaluated in Table 4.11-1, *General Plan Consistency Analysis*, which analyzes the Project's consistency with these policies.

3. 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.

4.11.4 METHODOLOGY

This analysis focuses on determining if the construction and operation of the Project would physically divide an established community or would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Pursuant to the City of Jurupa Valley Environmental Review Guidelines and Thresholds of Significance, August 20, 2020, project consistency was determined for the following plans:

- City of Jurupa Valley General Plan
- City of Jurupa Valley Municipal Code
- South Coast Air Quality Management District's Final 2022 Air Quality Management Plan
- California Air Resources Board Scoping Plan
- Western Riverside County Multiple Species Habitat Conservation Plan
- Santa Ana Regional Water Quality Control Board's Santa Ana Region Basin Plan
- SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

Consistency with the Air Quality Management Plan is addressed in Section 4.2, *Air Quality*; consistency with the Multiple Species Habitat Conservation Plan is addressed in Section 4.4, *Biological Resources*; consistency with the Santa Ana Region Basin Plan is addressed in Section 4.10,

Hydrology and Water Quality; and consistency with the Air Resources Board Scoping Plan is addressed in Section 4.8, *Greenhouse Gas Emissions.*

4.11.5 BASIS FOR DETERMINING SIGNIFICANCE

CEQA Guidelines Appendix G, Environmental Checklist, and the City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance, August 20, 2020, set forth the following significance thresholds for land use and planning impacts. The Project would have a significant impact related to land use and planning if it would:

a) Physically divide an established community;

Under the City's local significance threshold, the project would have significant effects if: *The project involves the construction of a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.*

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

Under the City's local significance threshold, the project would have significant effects if: *The project's conflict with any land use plan is related to an environmental issue under CEQA and the project's conflict results in an adverse environmental impact. The applicable plans include, but are not limited to:*

- Jurupa Valley General Plan
- South Coast Air Quality Management District Air Quality Management Plan
- Western Riverside County MSHCP
- Santa Ana Region Basin Plan
- Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport

4.11.6 IMPACT ANALYSIS

Threshold a:	***Would the Project physically divide an established community?*** ***Under the City's local significance threshold, the project would have significant effects if:*** *The* ***project involves the construction of a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.***

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

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

There are no PPPs that address impacts related to land use and planning.

2. Project Design Features (PDFs)

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

B. Impact Analysis

The Project site is located directly east of Interstate 15 (I-15), approximately 1.9 mile south of State Route 60 (SR-60), and 6.5 miles north of SR-91. Residential land uses are located to the east of the Project site. As previously shown on Figure 3-4, *Existing Land Uses*, the Project site is an active corn field with farming support structures and storage/staging facilities on the northern portion of the Project site. The Project area is generally characterized by residential, commercial, vacant, and recreational land uses. North of the Project site is vacant land; east of the Project are residential and recreational land uses; south of the Project are commercial uses; and west of the Project site are residential land uses. As the Project site is surrounded by roadways and existing residential development and is designated for residential, commercial retail, and business park uses, implementation of the Project represents a logical expansion of residential land uses to the Project site.

The Project site is adjacent to Pat's Ranch Road and would not restrict access to or from the existing surrounding residences. Additionally, the Project does not propose any major infrastructure that would create physical barriers or restrict mobility in the area. Moreover, the Project would not involve the construction of a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community. Implementation of the Project would result in less than significant impacts associated with the physical division of an established community; development of the Project site with residential uses would not physically divide an established community.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b:	***Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*** ***Under the City's local significance threshold, the project would have significant effects if: The project's conflict with any land use plan is related to an environmental issue under CEQA and the project's conflict results in an adverse environmental impact. The applicable plans include, but are not limited to:*** • ***Jurupa Valley General Plan*** • ***South Coast Air Quality Management District Air Quality Management Plan*** • ***Western Riverside County MSHCP*** • ***Santa Ana Region Basin Plan*** • ***Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport***

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

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

PPP's that are applicable to the project are identified in Sections 4.2, *Air Quality*, 4.4 *Biological Resources*, 4.8, *Greenhouse Gas Emissions*, 4.9, *Hazards and Hazardous Materials*, and 4.10, *Hydrology and Water Quality*.

2. Project Design Features (PDFs)

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

B. Impact Analysis

This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation. Governmental approvals requested from the City of Jurupa Valley include a General Plan Amendment (GPA) No. 22003, Specific Plan Amendment (SPA) No. 266A5, Change of Zone (CZ) No. 22002 to adopt the Vernola Ranch Specific Plan (SP22001), Tentative Tract Map (TTM) No. 38504, and Development Agreement (DA) No. 22001. The Vernola Ranch Specific Plan is referred to herein as Specific Plan.

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

South Coast AQMD is responsible for comprehensive air pollution control within the Basin and prepares the AQMP for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and State air quality standards. The Project's consistency with the South Coast AQMD's 2022 AQMP is analyzed under Threshold "a" in Section 4.3, *Air Quality*, of this EIR.

The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats. The Project's consistency with the MSHCP is analyzed under Threshold "f" in Section 4.4, *Biological Resources*, of this EIR.

CARB approved the most recent scoping plan update in December 2022. CARB's 2022 Scoping Plan lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The Project's consistency with CARB's 2022 Scoping Plan is analyzed under Threshold "b" in Section 4.8, *Greenhouse Gas Emissions*, of this EIR.

Additionally, the Project's consistency with the Santa Ana Region Basin Plan is addressed in Section 4.10, *Hydrology and Water Quality*, and consistency with the Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport is addressed in Section 4.9, *Hazards and Hazardous Materials*, of this EIR.

1. Analysis of Consistency with the City of Jurupa Valley General Plan

The applicable policies that relate to environmental topics addressed in this EIR are included in the City's General Plan, and specific General Plan Policies that are related to the Project, along with a determination of consistency, are identified in Table 4.11-1, *General Plan Consistency Analysis*. The

Project Applicant's proposed GPA No. 22003 would amend the City's General Plan Land Use designation from Medium Density Residential and Business Park to MDR- Medium Density Residential; MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; OS-R Open Space Recreation; and OS-W Open Space Water. With the approval of the proposed Project, any future development plans and entitlement applications (tract maps, site plans, and other similar entitlements) would be required to comply with the Specific Plan and substantially conform to the standards and guidelines set forth in the other sections of the Specific Plan, as well as any other applicable City of Jurupa Valley regulations. Although the Project would result in a change to the General Plan land use designations for the Project site to allow for implementation of the Specific Plan, these changes would not result in a conflict with applicable plans, polices, or regulations adopted for the purpose of avoiding or reducing an environmental effect, as demonstrated in the analysis below. Additionally, during the City's review of the Project's application materials, the Jurupa Valley Community Development Department reviewed the proposed development for consistency with all applicable policies of the General Plan and found that there would be no conflict with any applicable General Plan policies resulting from development of the Project site with the Project. Accordingly, the Project would have a less than significant impact with respect to a conflict with the City's General Plan.

Table 4.11-1, *General Plan Consistency Analysis*, provides an analysis of the Project's consistency with applicable General Plan policies directly related to determining if the Project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The table is organized by environmental topics addressed in this EIR. For each environmental topic, the "primary" policy is identified. If there are other related policies that serve to address the same environmental topic, they are identified in parenthesis after the primary policy. For example:
BIOLOGICAL RESOURCES

A Primary Policy is COS 1.1 Habitat Conservation. Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats: 6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.

The related policies would be:

(**COS 2.1 MSHCP Implementation**. Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.)

(**COS 2.3 Biological Reports.** Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat).

Table 4.11-1 General Plan Consistency Analysis

Policy	Consistency Analysis
AESTHETICS	
Scenic Vistas	
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.	**No Conflict.** The analysis regarding the Project's impact on viewsheds of the surrounding physical environment are covered in Section 4.1, *Aesthetics*, Threshold a in this EIR. As determined in the analysis of public viewsheds, the Project was determined to result in less than significant impacts associated with views of the surrounding visual resources. Therefore, the Project is consistent with General Plan Policy COS 9.4.
COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.	**No Conflict.** There are no scenic resources located within proximity to the Project Site. Development of the Project would not substantially block public views of the San Gabriel Mountains, Santa Ana Mountains, Pedley Hills, Jurupa Mountains and the SantaAna River, due to distance, topography, and intervening development. Accordingly, the Project would not interfere with the City's efforts to protect scenic resources. Therefore, the Project is consistent with General Plan Policy COS 9.1.
Conflict with Applicable Zoning and Other Regulations Government Scenic Quality	
Primary Policy: **LUE 8.2High Quality Development**. Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community. **Related Policies:** **(HE 4.2 Design Compatibility.** Higher density housing should maintain high quality standards for unit design, privacy, security, on-site amenities, and public and private open space. Such standards should be flexible enough to allow innovative and affordable design solutions and shall be designed to enhance prevailing neighborhood architectural and site character.) (**LUE 4.5 Architectural Compatibility.** Public Facility/Institutional development shall be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high-quality architecture, landscaping, and site improvements.)	**No Conflict.** As discussed in Section 3.0, *Project Description*, the Specific Plan establishes development standards to guide development of the physical components of the Project. The standards provided in the Specific Plan are intended to work in concert with the architecture and landscape design guidelines. Development regulations for each Planning Area are imposed for new development and provide regulations for minimum lot sizes, acceptable housing product types, and primary and secondary vehicular access points. Each individual planning area is assigned with a land use designation, density, and primary vehicular access. Future development would be required to comply with the Planning Area Standards and Design Guidelines established in the Vernola Ranch Specific Plan (refer to PDF 4.1-1) to ensure that all development will be of high quality, enhance positive characteristics and unique features of the Project, and be architecturally compatible with its surroundings. Therefore, the Project is consistent with General Plan Policies LUE 8.2 and HE 4.2. Approximately 9 acres with a school overlay are designated for possible public facility development.

Policy	Consistency Analysis
	This land use designation would allow for school district development of a school, if needed. The future school would be designed in accordance with the Division of the State Architect. Therefore, the Project is consistent with General Plan Policy LUE 4.5.
Light and Glare	
COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or wanting illumination 3. Produces glare (intense line-of-site contrast) 4. Includes lighting frequencies (colors) that interfere with astronomical viewing. (**COS 10.2 New Residential Development and Remodeling Projects.** Require development projects and major remodel projects to minimize light pollution and trespass while enhancing safety and aesthetics.) (**LUE 11.18 Crime Prevention**. Require that development projects consider public safety and "defensible space" in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and "light spillage" across property lines.)	**No Conflict.** As discussed in Section 3.0, *Project Description*, all outdoor lighting, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas shall be focused, directed, and arranged to minimize glare and illumination of streets or adjoining property. All exterior lights should be shielded where feasible and focused to minimize spill light into the night sky or adjacent properties. The level of on-site lighting as well as lighting fixtures shall comply with any and all applicable requirements and policies of the City of Jurupa Valley.
AGRICULTURAL AND FORESTRY RESOURCES	
COS 4.2 Agricultural Land Conversion. Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.	**No Conflict.** As discussed in Subsection 4.2, *Agriculture and Forestry Resources*, of this EIR, the Project would result in the permanent conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use. However, as concluded in the City's General Plan EIR, the eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes. Additionally, the Project site's current zoning allows for residential, industrial, and commercial uses; not agricultural uses. Although the Project would result in significant and unavoidable impacts to agricultural resources, the Project would provide a variety of community benefits by providing a wide range of housing opportunities for a variety of population, lifestyles, and family groups and would provide recreational opportunities that meet local, community, and regional needs. Additionally, the Project would provide integrated mobility options including pedestrian and bicycle amenities with

Policy	Consistency Analysis
	enhanced connectivity and safety. Therefore, the Project is consistent with General Plan Policy COS 4.2.
AIR QUALITY	
Primary Policy: **AQ 2.1 Site Plan Designs.** Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible. **Related Policies:** (**AQ 2.2 Pollution Control Measures.** Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.) (**AQ 3.4 Emissions Mitigation.** Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.) (**AQ 3.5 Fugitive Dust Reduction Measures.** Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.) (**AQ 3.6 Grading in High Winds.** Suspend all grading when wind speeds exceed 25 miles per hour.) (**AQ 4.2 Particulate Matter.** Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.)	**No Conflict.** As discussed in Subsection 4.3, *Air Quality*, of this EIR, upon the implementation of Mitigation Measure MM 4.3-1, localized construction emissions would not exceed the applicable South Coast Air Quality Management District localized significance thresholds for emissions of any criteria pollutant. Therefore, sensitive receptors would not be exposed to significant emissions and the Project is consistent with General Plan Policy AQ 2.1. As shown on Figure 3-12, *Street Tree Exhibit*, the Project includes landscaping along the Project's streetscapes, community entries, recreational amenities, perimeter edges and open space. Therefore, the Project is consistent with General Plan Policy AQ 2.2. As discussed in Subsection 4.3, *Air Quality*, the Project would result in an exceedance of VOC, NO_X, and CO emissions during operation of the Project and NO_X during construction. However, the Project has incorporated all feasible mitigation measures (MM 4.3-1 to 4.3-6) to reduce impacts associated with air quality emissions, and the Project is consistent with General Plan Policy AQ 3.4. The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. South Coast AQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, South Coast AQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Therefore, the Project is consistent with General Plan Policies AQ 3.5 and 3.6. As discussed in Subsection 4.3, *Air Quality*, the Project would not exceed any applicable South Coast Air Quality Management District localized significance thresholds for emissions of particulate matter (PM_{10} and $PM_{2.5}$). The Project is also required to comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and

Policy	Consistency Analysis
	Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction. Therefore, the Project is consistent with General Plan Policy AQ 4.2.
BIOLOGICAL RESOURCES	
Primary Policy: **COS 2.3Biological Reports.** Require the preparation of biological report to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary developments projects with the potential to affect adversely wildlife habitat. **Related Policies:** (**LUE 5.47 Sensitive Habitat and Species**. Public and private development, operations, and maintenance shall avoid damaging sensitive habitat or species, including significant native trees, species of local significance, and threatened and endangered species.)	**No Conflict.** A Project-specific Biological Resources Technical Resource Report has been prepared for the Project. (EIR *Technical Appendix C*). Therefore, the Project is consistent with General Plan Policy COS 2.3. As discussed in Section 4.4, *Biological Resources*, of this EIR, there are no state or federally listed threatened or endangered plant species, other California Native Plant Society, special-status plants, species of local concern, or sensitive vegetation communities documented by the California Department of Fish and Wildlife within the Project site. The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. The Project site could be colonized if the fields were left fallow. As discussed in Section 4.4, *Biological Resources*, implementation of Mitigation Measure MM 4.4-1 would reduce impacts to burrowing owls to less than significant. Therefore, the Project is consistent with General Plan Policy LUE 5.47.
CULTURAL RESOURCES	
Primary Policy: **COS 7.1 Preservation of Significant Cultural Resources.** Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources. **Related Policies:** (**COS 7.3 Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.) (**COS 7.7 Qualified archaeologist present.** Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the	**No Conflict.** A Cultural Resources Study and Paleontological Assessment was prepared by BFSA for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical, archaeological, and paleontological resources. The Cultural Resources Study determined the Project site to be free of known historical or archaeological resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation measures were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policies COS 7.1 and 7.3. Mitigation Measures MM 4.17-1 to MM 4.17-3 in Section 4.17, *Tribal Cultural Resources*, requires that prior to the issuance of a grading permit, the Project

Policy	Consistency Analysis
resource and recommend alternative mitigation measures.) (**COS 7.9 Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.)	Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, develop a Cultural Resources Management Plan. Therefore, the Project is consistent with General Plan Policy COS 7.9.
ENERGY	
Primary Policy: **AQ 5.2 Energy Conservation.** Encourage advanced energy conservation techniques and the incorporation of energy efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate. **Related Policy:** (**LUE 11.6 Energy Efficiency.** Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.) (**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.)	**No Conflict.** As shown on Figure 3-12, *Street Tree Exhibit*, landscaping would occur throughout the Project site and would include a combination of trees, shrubs, and groundcover to provide shading at the Project site. In-unit fixtures installed in residential and nonresidential buildings would be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt. The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City's water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policies AQ 5.2, LUE 11.6 and HE 5.1.
ENVIRONMENTAL JUSTICE	
EJ 2.2 Sensitive Land Use Buffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize air quality impacts.	**No Conflict.** As stated in PDF 4.1-1, development implementing the Vernola Ranch Specific Plan shall comply with the Planning Area Standards set forth in Chapter 4, which includes front yard, rear yard, side yard setbacks. Therefore, the Project is consistent with General Plan Policy EJ 2.2.
EJ 2.4 Stationary Source Emissions. Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.	**No Conflict.** There are no existing sources of stationary emissions on the Project site. Therefore, the Project is consistent with General Plan Policy EJ 2.4.

Policy	Consistency Analysis
EJ 2.16 Noise Mitigation. Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design, and other measures.	**No Conflict.** As discussed in Subsection 4.12, *Noise*, of this EIR, the Project would not result significant traffic noise impacts. Therefore, the Project is consistent with General Plan Policy EJ 2.16.
EJ 2.19 Green Building Techniques. Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.	**No Conflict.** The Project would comply with the California Green Building Standards (CALGreen) Code and the Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) (see PPP 4.8-1). Therefore, the Project would be consistent with policy EJ 2.19.
GEOLOGY AND SOILS	
CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlements.	**No Conflict.** A Geotechnical and Infiltration Evaluation was prepared for the Specific Plan Area by GeoTek, Inc. in April 10, 2023 and a Geotechnical Evaluation was also prepared for the southern portion of the Project site by GeoTek, Inc. in April 10, 2023; the reports are included as *Technical Appendices E and F* of this EIR. Therefore, the Project is consistent with General Plan Policy CSSF 1.2.
Paleontological Resources	
COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.	**No Conflict.** A Cultural Resources Study and Paleontological Assessment were prepared by BFSA for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical resources. The Cultural Resources Study determined the Project site to be free of known historical or archaeological resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation Measures MM 4.7-1 through MM 4.7-2 were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policy COS 7.1.
GREENHOUSE GAS EMISSIONS	
AQ 5.1 Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**No Conflict.** As discussed in Subsection 4.18, *Utilities and Service Systems*, the Project would implement best practices to reduce the amount of solid waste generated during construction and operation in order to comply with the 2022 California Green Building Standards Code. Therefore, the Project is consistent with General Plan Policy AQ 5.1.
AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	**Consistent:** As stated in Section 4.8, *Greenhouse Gas Emissions*, of this EIR, the City has determined that the South Coast AQMD's draft threshold of 3,000 $MTCO_2e$ per year is appropriate for residential land use

Policy	Consistency Analysis
	development projects. The 3,000 $MTCO_2e$ threshold is based on the South Coast AQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the South Coast AQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("South Coast AQMD Interim GHG Threshold"). This EIR utilizes the South Coast AQMD Draft GHG thresholds to evaluate the Project's GHG Emissions. Therefore, the Project is consistent with General Plan Policy AQ 9.5.
HAZARDS AND HAZARDOUS MATERIALS	
Primary Policy: **LUE 3.17 Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution. **Related Policies:** (**CSSF 1.31 Federal/State Laws**. Comply with federal and state laws regarding the management of hazardous waste and materials. (**CSSF 1.32 Hazardous Waste Storage/Disposal.** Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.)	**No Conflict.** As discussed in Subsections 4.9 of this EIR, the Project would not result in significant and unavoidable impacts associated with hazardous materials or noise. All feasible mitigation measures have been incorporated and the Project would be consistent with General Plan Policy LUE 3.17. As discussed in Section 4.9, *Hazards and Hazardous Materials*, the Project would result in less than significant impacts associated with storage and disposal of hazardous materials. The Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances. Therefore, the Project is consistent with General Plan Policy CSSF 1.31 and 1.32.
ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.	**No Conflict.** As discussed in Section 4.16, *Transportation*, of this EIR, the City has reviewed the circulation plan for the Project and determined the design, with regards to ingress/egress and driveway design, and determined that the Project satisfies all requirements regarding driveway location and number. Therefore, the Project is consistent with General Plan Policy ME 8.2.
HYDROLOGY AND WATER QUALITY	
Primary Policy: **COS 3.4 Water Conservation Systems.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.	**No Conflict.** The Project's site plan design includes the installation of installation of water quality/detention basins and permeable landscape areas. Infiltration of water collected in the basins would allow for groundwater recharge and would avoid the potential for flooding in the area. Therefore, the Project is consistent with General Plan Policies COS 3.4, COS 3.5, COS 3.13, and CSSF 2.57.

Policy	Consistency Analysis
Related Policies: **(COS 3.5 Site Water Collection and Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.) **(COS 3.13 Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.) **(CSSF 2.57 New Development.** Require new development to implement on-site measures to clean and contain storm water runoff.)	
COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.	**No Conflict.** The Project would comply with the Clean Water Act (CWA) Section 402. The CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site. Therefore, the Project is consistent with General Plan Policy COS 3.9.
CSSF 1.15 Regional Storm Drain System. All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.	**No Conflict.** As discussed in Subsection 4.10, *Hydrology and Water Quality*, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Therefore, the Project is consistent with General Plan Policy CSSF 1.15.
LUE 11.5 Water Conservation Techniques. Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.	**No Conflict.** As shown in Figure 3-14, *Conceptual Water, Sewer, and Non-Portable Water Plan*, the Project's Non-Potable Water Plan includes recycled water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable pipe sizes would range from 4-inch to 8-inch and would connect to the existing 8-inch non-potable waterline in Pats Ranch Road. Additionally, upon review of the Figure 3-12, *Street Tree Exhibit*, and the Specific Plan's Landscape Design Guidelines, the City determined the Project's

Policy	Consistency Analysis
	landscaping to be compliant with the City's Landscape Standards; therefore, the Project is consistent with General Plan Policy LUE 11.5.
LAND USE AND PLANNING	
HC 4.6 Connectivity. Interconnect neighborhoods with safe, well designed, and regularly maintained walking, equestrian, and/or biking trails and sidewalks, where appropriate, consistent with the City's Bicycle and Pedestrian Master Plan. **HC 4.9 Streetscape Amenities.** Require new development to include streetscape amenities such as sidewalks that are separated from the roadway by landscaping and parkways with street trees, trails, hitching posts (where appropriate), pedestrian waiting shelters, and other features that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe and attractive.	**No Conflict.** The Specific Plan proposes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide for efficient and effective access to and through the site. Pedestrian network throughout the Specific Plan Area consists of a Meandering Decomposed Granite (D.G.) Trail along Pats Ranch Road and the Community Path/Greenbelt network. Streets in the residential neighborhoods would have sidewalks separated from the curbs with street trees in the landscape parkway. According to the City's Bicycle and Pedestrian Master Plan, there are two proposed Class II bike lanes along Bellegrave Ave and Pats Ranch Rd. As part of the Project, Pat's Ranch Road would be constructed to the ultimate 118-foot right-of-way per a modified section which would remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and would construct a two-way Class I path within the parkway. The Project would widen the southern half of Bellegrave Avenue to the ultimate half right-of-way width of 59 feet. The widening would include 5 additional feet of pavement, placing curb and gutter 38 feet south of the roadway centerline with an 8-foot-wide Class II bike lane. Therefore, the Project is consistent with General Plan Policies HC 4.6 and 4.9.
HC 4.17 Development Features. Require new residential development to include design features, such as sidewalks, decorative crosswalks, and bulb outs, bike paths and bike racks, to promote walking and biking to schools.	**No Conflict.** As discussed previously, the Project would include on-site pedestrian greenbelts, pathway, sidewalks, and trails that would promote walking and biking to schools. Therefore, the Project is consistent with General Plan Policy HC 4.17.
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.	**No Conflict.** As previously mentioned, the Specific Plan proposes a circulation system comprised of roads, bike lanes, and pedestrian walkways/trails to provide for efficient and effective access to and through the site and to adjacent neighborhoods, schools, parks and shopping. The Mobility Plan is designed to provide optimal circulation efficiency as well as safety for residents. Therefore, the Project is consistent with General Plan Policy HC 4.3.
LUE 7.8 Environmentally Sensitive Areas. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	**No Conflict.** As detailed throughout this EIR, the Project would not result in any significant and unavoidable impacts associated with environmentally sensitive areas subject to severe natural hazards.

Policy	Consistency Analysis
	Therefore, the Project is consistent with General Plan Policy LUE 7.8.
LUE 8.1 Land Use Compatibility. Require land to be developed and used in accordance with the General Plan, specific plans, and community and town center plans to ensure compatibility and minimize impacts.	**No Conflict.** The Project would be developed in accordance with the standards and guidelines in the Specific Plan. Therefore, the Project is consistent with General Plan Policy LUE 8.1.
LUE 11.11 Landscape Maintenance. Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species.	**No Conflict.** Chapter 5, Landscape Design Guidelines, of the Specific Plan, address a variety of topics such as drought tolerance, planting time, climate constraints, irrigation standards, lighting, and landscape maintenance standards within the Specific Plan Area. Therefore, the Project is consistent with General Plan Policy LUE 11.11.
LUE 11.13 Connectivity. Require development projects to be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.	**No Conflict.** As previously discussed, the Specific Plan would contain a comprehensive sidewalk, bike lane, and trail system that would connect neighborhoods to parks, amenity areas, and civic facilities. Resident parking spaces are provided in the individual garages, carports, or designated on-site parking areas; and guest parking is provided on adjacent local streets or dwelling or designated onsite parking areas. Local streets within the Specific Plan Area in combination with incorporating on-street parking where feasible, will help calm traffic in residential neighborhoods. Together, these design features will enhance pedestrian safety and provide a pleasant environment for walking within and between neighborhoods, as well as to the parks, open space, retail, and other focal areas within the community. Therefore, the Project is consistent with General Plan Policy LUE 11.13.
NOISE	
Primary Policy: **NE 3.1 Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use or on or near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented.	**No Conflict.** A Noise Impact Analysis, *Technical Appendix L*, for this Project was prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 3.1. As discussed in the Noise Impact Analysis, *Technical Appendix L*, prepared by Urban Crossroads for the Project, the Land Use/Noise Compatibility Matrix was used for determination of Project compatibility with

Policy	Consistency Analysis
Related Policies: (**NE 1.1 Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town center plans, and rezoning, with existing land uses and/or noise exposure due to transportation sources.)	the existing noise environment. Therefore, the Project is consistent with General Plan Policy NE 1.1.
Stationary Noise Sources	
NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards. This policy does not apply to noise levels associated with agricultural operations existing in 2017.	**No Conflict.** As discussed in Subsection 4.12, *Noise*, of this EIR, the Project would not result significant noise impacts to sensitive receptors. Therefore, the Project is consistent with General Plan Policy NE 1.3.
NE 1.4 Acoustical Assessment. Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.	**No Conflict.** The Project included preparation of the Noise Impact Analysis, *Technical Appendix L*, prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 1.4.
Construction Noise Sources	
NE 3.4 Construction Equipment. Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.	**No Conflict.** As discussed in Subsection 4.12, *Noise*, the Project's short-term construction noise impacts would be less than significant. City staff would require, as a condition of approval, compliance with noise reduction features identified in Policy NE 3.4 prior to the issuance of any grading and/or building permits. Therefore, the Project is consistent with General Plan Policy NE 3.4.
TRANSPORTATION	
ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, "complete streets" perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines. **ME 2.3 Development Project Impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than significant levels.	**No Conflict.** A VMT Analysis was prepared in accordance with changes to the CEQA guidelines as an alternative to LOS as the measurement for identifying transportation impacts for land use projects. It should be noted that impacts associated with LOS are no longer considered an environmental impact and VMT is the standard for determining environmental impacts associated with transportation. The VMT Analysis has determined that, the Project would result in significant and unavoidable impacts, exceeding the City's baseline VMT threshold by 19.3% under the NOP year. However, the Project considered and evaluated all feasible mitigation measures to reduce VMT. The Project is determined to be consistent with General Plan Policies ME 2.13 and 2.3.
ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to	**No Conflict.** The Project includes on-site ADA-compliant sidewalks and curb ramps for travel

Policy	Consistency Analysis
encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	throughout the Specific Plan Area. The Project also includes installation of a pedestrian network along Pat's Ranch Road. Additionally, the Project would include the installation of a two-way Class I bike path that would be separated from vehicle traffic provided within the parkway along Pats Ranch Road on the west side of the roadway. Therefore, the Project is consistent with General Plan Policy ME 3.11.
ME 3.17 Public Transit Connections. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	**No Conflict.** The Project has been designed to include on-site pedestrian greenbelts, pathways, and trails that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities. Therefore, the Project is consistent with General Plan Policy ME 3.17.
TRIBAL CULTURAL RESOURCES	
COS 7.8 Native American Monitoring. Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	**No Conflict.** Mitigation Measures MM 4.17-1 to 4.17-3 were formulated through Native American consultation and require Native American monitoring during construction. Therefore, the Project is consistent with General Plan Policy 7.8.
UTILITIES AND SERVICE SYSTEMS	
LUE 2.3Infrastructure. Ensure that circulation facilities, water resources, sewer and storm drainage facilities, and other utilities available or provided by the developer are adequate to meet the demands of a proposed residential land use in addition to those services and resources required to serve existing residents and businesses.	**No Conflict.** As discussed in Subsection 4.18, *Utilities and Service Systems*, the Project would provide adequate water resources, sewer, storm water facilities, and other utilities to serve the future demand of the Project. Therefore, the Project is consistent with General Plan Policy LUE 2.3.
LUE 12.1 Service Capacity. Ensure that development does not exceed the City's or the community service districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste, and public services such as police/fire/emergency medical services, recreational facilities, and transportation systems.	**No Conflict.** The City has reviewed the Project as proposed to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impacts to public services, utilities and service systems, including infrastructure and would be consistent with Policy LUE 12.1.
LUE 12.3 Urban Water Management Plans. Review all projects for consistency with the appropriate community services district's urban water management plans.	**No Conflict.** As discussed in Subsection 4.18, *Utilities and Service Systems*, the Project has been reviewed for consistency with the Jurupa Community Services District's 2020 Urban Water Management Plan. Therefore, the Project is consistent with General Plan Policy LUE 12.3.

2. Analysis of Consistency with the City of Jurupa Valley Zoning and Municipal Code

Under existing conditions, the current Zoning Classification for the Project site is Specific Plan with One- (1) Family Dwelling (R-1), School (S), Scenic Highway Commercial (C-P-S), and Industrial Park (I-P) under the I-15 Corridor Specific Plan No. 266. The Project Applicant proposes a Change of Zone (CZ) No. 22002 to modify the 153-acre Specific Plan Area's underlying zoning from One- (1) Family Dwelling (R-1), School (S), and Industrial Park (I-P) under I-15 Corridor Specific Plan No. 266 to Specific Plan (SP) (Vernola Ranch SP). The application of the Specific Plan Zone would allow for the Project to be developed in accordance with Chapter 4, Planning Area Standards, of the Vernola Ranch Specific Plan, which would constitute the zoning regulations applicable to any future development within the Project site. The City's approval and implementation of CZ No. 22002 would ensure that the Project would be consistent with the proposed zoning regulations identified in the Specific Plan. Based on the foregoing, the Project would have a less-than-significant impact with respect to a conflict with the City's Zoning Code.

Project consistency with the City's Zoning Code is a land use planning issue and would not result in environmental impacts. As such, a detailed consistency analysis will be addressed in the City's staff report.

3. Analysis of Consistency with the SCAG Connect SoCal

SCAG's Connect SoCal is the applicable SCAG planning documents that apply to the Project. *Connect SoCal* identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed projects for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in Table 4.11-2, *SCAG Connect SoCal Goal Consistency Analysis*, implementation of the Project would not result in an inconsistency with the adopted Connect SoCal. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the SCAG's Connect SoCal.

Table 4.11-2 SCAG Connect SoCal Goal Consistency Analysis

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** The Project would facilitate new housing, employment, educational, and recreational opportunities while also providing essential infrastructure. This would promote regional economic prosperity through new capital investment, expansion of the tax base, and the creation of new jobs**.**
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** As discussed under Threshold c, in Section 4.16, *Transportation*, of this EIR, the Project would not result in a substantial safety hazard to motorists. Project implementation would ensure that mobility, accessibility, travel safety, and reliability for people would be maximized. The vehicular,

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		bicycle, and pedestrian circulation plan and improvements that are called for in the Specific Plan would be implemented and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and access within the Specific Plan Area and beyond.
3	Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** The Project contributes to and would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, as anticipated by the General Plan. The Project proponents would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area. This policy provides guidance to the City of Jurupa Valley to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City's transportation network or the City's coordination with other agencies.
4	Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Project involves development of approximately 1,576 residences, a school overlay, recreation areas, a network of trails & parks, internal street network, open space, landscaping, and street improvements. The Project would provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities with enhanced connectivity and safety as alternatives to automobiles. The Project would incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist. Sidewalks would be constructed to the City's full-width standards.
5	Reduce greenhouse gas emission and improve air quality.	**Consistent.** Refer to the consistency analysis for Goal 4 above. Additionally, by implementing the measures under the Local Jurisdictions' Land Use Policies/Best Practices section of this table, the Project promotes the reduction of greenhouse gas emissions and improves air quality.
6	Support healthy and equitable communities.	**Consistent.** This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Communities and Environmental Justice Element of the City's General Plan. The Project site is located within an environmental justice community. The Project is designed to encourage distinct neighborhood spaces all ages, recreational amenities, and public facilities.

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
7	Adapt to a changing climate and support an integrated regional development.	**Consistent.** By developing a variety of housing in the Specific Plan Area, the Project would help meet the existing demand in the region for more housing for a variety of residents. The Project contains a variety of housing and recreation land uses to reduce the vehicle miles driven in the region**.** Additionally, the Project would create a master planned community that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential and recreational opportunities that meet local, community, and regional needs.
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Specific Plan would provide a menu of product types for residential Planning Areas 1-17 including 3,000, 4,000, and 5,000 square foot single-family lots, condominium products, and multi-family units. All residential product types would be for sale or rent. The Project would provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles, and family groups.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Project would result in the permanent conversion of approximately 175.6 acres of "Prime Farmland" and 6.7 acres of "Unique Farmland" to non-agricultural use. However, as concluded in the City's General Plan EIR, the eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes. Additionally, the Project site is listed as one of the sites in the City's updated Housing Element. By developing housing on the Project site, the Project would help meet the City's RNHA allocation. Approximately 9.47 acres located in Planning Area 20 is designated as Open Space – Water (OS – W) areas which would provide common open space areas, trails, and also serve as drainage and water quality best management practices. Approximately 2.15 acres within the basins will be available to be utilized for open space and passive recreational activities
SCS Strategies		
Focus Growth Near Destinations & Mobility Options		
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations		**Consistent.** The Project involves development of approximately 1,576 residences, a school overlay, recreation areas, a network of trails & parks, internal street network, open space, landscaping, and street improvements. The Project would provide a comprehensive circulation network with integrated mobility options including pedestrian and

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		bicycle amenities with enhanced connectivity and safety as alternatives to automobiles. The Project would incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist. Sidewalks would be constructed to the City's full-width standards**.**
	Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	**Consistent.** As shown in Table 4.13-5, Buildout Year (2031) Plus Project would result in a job-housing ratio of 0.89 while the City's General Plan projected a job-housing ratio of 1.67 in 2035. Therefore, the Project would have a neutral impact on jobs-housing balance.
	Plan for growth near transit investments and support implementation of first/last mile strategies	**Consistent.** Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Route 29 currently operates on Limonite Avenue and would likely serve the Project site. The closest bus stop is the Project site is for Route 29 located on the intersection of Limonite Avenue and Pats Ranch Road, approximately 0.06 miles southeast of the Project site. RTA Route 3 also runs along Limonite Avenue and Pats Ranch Road, with the closest bus stop located approximately 0.19 miles southeast of the Project site. The Project proposes growth near transit opportunities.
	Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses	**Consistent.** The Project would redevelop the Project site from existing agricultural uses to residential uses. The conversion of agriculture use to residential uses were anticipated in the City's General Plan.
	Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	**Consistent.** The Project would be redeveloping the Project site into residential uses within close proximity to I-15 and existing residential neighborhoods.
	Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	**Consistent.** The Project proposes a mix of land uses in an area with multiple transportation modes available. The Project involves development of approximately 1,576 residences, a school overlay, recreation areas, a network of trails & parks, internal street network, open space, landscaping, and street improvements. The Project would provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities with enhanced connectivity and safety as alternatives to automobiles. The Project would incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City. The Project also includes the construction of sidewalks along roadways

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		adjacent to the Project site where sidewalks do not currently exist.
Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)		**Consistent.** Off-street parking prescribed by the Project shall follow Chapter 5 of the Specific Plan. Parking requirements not specifically outlined within the Specific Plan will comply with the City's Municipal Code.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology such as telework and telemedicine, as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		**Consistent.** The Project does not propose car sharing and bike sharing. The Project will require all single-family and multi-family units provide EV charging infrastructure that meets, at minimum, the Tier 2 voluntary residential measures contained in the 2022 Green Building Standards Code (CALGreen). Provision of technology such as telework and telemedicine would be under the control of future residential owners, not the applicant. The Project does not propose a micropower grid.
Support Implementation of Sustainability Policies		
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions		**Inapplicable.** These strategies are policy initiatives inapplicable to an individual development project.

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
	• Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	
Promote a Green Region		
	Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards	**Consistent.** By implementing the measures under the Local Jurisdictions' Land Use Policies/Best Practices section of this table, the Project promotes the reduction of greenhouse gas emissions and improves air quality. The Project contains a variety of housing and recreation land uses to reduce the vehicle miles driven in the region**.** The reduction of greenhouse gas emissions and vehicle miles traveled would improve community resiliency to climate change and natural hazards.
	Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration	**Inapplicable.** The strategy to support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration is a policy initiative inapplicable to an individual development project**.**
	Integrate local food production into the regional landscape	**Inapplicable.** The proposed Project would not integrate local food production.
	Promote more resource efficient development focused on conservation, recycling and reclamation	**Inapplicable.** The strategy to promoter more resource efficient development focused on conservation, recycling, and reclamation is a policy initiative inapplicable to an individual development project**.**
	Preserve, enhance and restore regional wildlife connectivity	**Inapplicable.** The Project site is not a regional wildlife corridor or a nursery site.
	Reduce consumption of resource areas, including agricultural land.	**Consistent.** The Project would result in the permanent conversion of approximately 175.6 acres of "Prime Farmland" and 6.74 acres of "Unique Farmland" to non-agricultural use. However, as concluded in the City's General Plan EIR, the eventual regional conversion of agricultural land to non-agricultural uses is a result of regional economic processes. Refer to the consistency analysis to Goal 10 above for additional discussion on the conservation of natural lands.
	Identify ways to improve access to public park space	**Consistent.** As discussed in Section 4.15, *Recreation*, of this EIR, 20.97 acres of parks and open space would be provided under the Project, which is sufficient to meet the City's parkland standard.
Local Jurisdictions' Land Use Policies/Best Practices		
	PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation	**Consistent:** As discussed in Section 4.16, *Transportatio*n, of this EIR, the Project shall provide four new bus shelters (see Mitigation Measure MM 4.8-1). As part of the Project, Pat's Ranch Road would be constructed to the ultimate 118-foot

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
	measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and nonmotorized modes of transportation and reduce vehicle miles traveled on the region's roadways: • include TDM mitigation requirements for new developments; • incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; • provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; • parking management programs, such as parking cash-out, priority parking for carpools and vanpools;	right-of-way per a modified section which would remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and would construct a two-way Class I path within the parkway.
Sources: SCAG, 2020 RTP/SCS Goals are set forth in Chapter 1, About the Plan. SCS Strategies are set forth in Chapter 3, A Path to Greater Access, Mobility & Sustainability		

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.11.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site that are located in the northwestern area of Riverside County. As discussed under Threshold a, the Project would not physically divide an established community because the Project site is currently physically separated from neighboring properties by the adjacent roadways and would not restrict access to or from the existing surrounding residences. Additionally, the Project does not propose any major infrastructure that would create physical barriers or restrict mobility in the area. Implementation of the Project would result in less than significant impacts associated with the physical division of an established community; development of the Project site with residential uses would not physically divide an established community.

As discussed under Threshold b, the Project would not conflict with any other aspects of the City's General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted land use plan, policy, or regulation. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

4.12 NOISE

The following analysis is based in part on information obtained from a technical report titled *Noise Impact Analysis* prepared by Urban Crossroads, dated October 10, 2023 (Urban Crossroads, 2023), and appended to this EIR as *Technical Appendix L.* All references used in this Subsection are listed in EIR Section 7.0, *References*.

A complete description of noise fundamentals, including characteristics of sound, measurement of sound, physiological effects of noise, vibration, and human response to ground-borne noise and vibration are provided in the Noise Impact Analysis (*Technical Appendix L* of this EIR). Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. An A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB) are measured on a logarithmic scale; for example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. In other words, thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and dissipate exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

4.12.1 EXISTING CONDITIONS

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations in the Project study area by Urban Crossroads, Inc. on Thursday, June 21, 2022. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.12-1, *Noise Measurement Locations*, provides the boundaries of the Project study area and the noise level measurement locations. Figure 4.12-2, *Sensitive Receptor Locations*, shows locations where people reside or where the presence of unwanted sound could otherwise affect the use of the land. (Urban Crossroads, 2023, p. 23).



Source(s): Urban Crossroads (10-10-2023)

Figure 4.12-1

Not to Scale

Noise Measurement Locations



Source(s): Urban Crossroads (10-10-2023)

Figure 4.12-2

Not to Scale

Sensitive Receptor Locations

The hourly noise levels were measured during typical weekday conditions over a 24-hour period. Individual hourly noise level measurements were used to determine the daytime and nighttime hourly noise levels and calculate the 24-hour Community Noise Equivalent Level (CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013 (Urban Crossroads, 2023, p. 27).

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 of the Project's Noise Impact Analysis (*Technical Appendix L*) identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The existing hourly ambient noise levels are described below (Urban Crossroads, 2023, p. 29):

- Location L1 represents the noise levels located near the northwest corner of the Project site near I-15 and Bellegrave Avenue. The energy (logarithmic) average daytime noise level was calculated at 72.0 dBA L_{eq} with an average nighttime noise level of 69.9 dBA L_{eq}.

- Location L2 represents the noise levels located east of the Project site on Pats Ranch Road near southwest corner of Vernola Park. The energy (logarithmic) average daytime noise level was calculated at 55.6 dBA L_{eq} with an average nighttime noise level of 58.8 dBA L_{eq}.

- Location L3 represents the noise levels located east of the Project site on Pats Ranch Road near single-family residence at 5343 Cormorant Court. The energy (logarithmic) average daytime noise level was calculated at 61.2 dBA L_{eq} with an average nighttime noise level of 58.1 dBA L_{eq}.

- Location L4 represents the noise levels east of the Project site on Pats Ranch Road and Park Center Drive near single-family residence at 5487 Tree Sparrow Ct. The energy (logarithmic) average daytime noise level was calculated at 61.5 dBA L_{eq} with an average nighttime noise level of 59.8 dBA L_{eq}.

- Location L5 represents the noise levels east of the Project site on Pats Ranch Road and Park Center drive near single-family residence at 11981 Kestral Ct. The energy (logarithmic) average daytime noise level was calculated at 62.9 dBA L_{eq} with an average nighttime noise level of 60.3 dBA L_{eq}.

Table 5-1 of the Project's Noise Impact Analysis (*Technical Appendix L*) provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of *Technical Appendix L* provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods (Urban Crossroads, 2023, p. 29).

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with nearby surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level measurement locations. (Urban Crossroads, 2023, p. 29)

4.12.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to noise. Additionally, no comments related to noise were received during the public scoping period.

4.12.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Federal Transit Administration

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally funded transit projects and for determining what can be done to mitigate such impact.

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.12-1, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use.

Table 4.12-1 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 µin/sec)			Ground-Borne Noise Impact Levels (dB re 20 µPa)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	–[5]	–[5]	–[5]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

[1] Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
[2]Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
[3] Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
[5] Vibration-sensitive equipment is generally not sensitive to ground-borne noise.
µin/sec = micro-inches per second
µPa = micro-Pascals
dB = decibels
dBA = A-weighted decibels
FTA = Federal Transit Administration
HVAC = heating, ventilation, and air conditioning
VdB = vibration velocity decibels
Source: (FTA, 2006, Table 8-1)

B. State Regulations

1. Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels.

2. California Building Code

The State of California's noise insulation standards for all residential units are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. These noise standards are applied to new construction that contains dwelling units or sleeping

units, such as residential and hotel or motel uses, in California for controlling interior noise levels resulting from exterior noise sources. For new buildings, the acceptable interior noise limit is 45 dBA CNEL in habitable rooms. (Urban Crossroads, 2023, p. 19)

C. Local Regulations

1. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies to minimize the impacts of excessive noise levels throughout the community and establish noise level compatibility guidelines for all land uses. The specific policies outlined in the City's General Plan that are related to noise and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.11, *Land Use and Planning*.

2. City of Jurupa Valley Municipal Code Noise Regulations

Stationary-source (operational) noise such as the expected air conditioning units, outdoor activity, pool/spa activity and parking lot vehicle movements are typically evaluated against standards established under a jurisdiction's Municipal Code. However, Section 11.05.010 of the City of Jurupa Valley Municipal Code indicates that this chapter is intended to establish city-wide standards regulating noise. Therefore, potential Project related stationary-source (operational) noise impacts are limited to the generation of a substantial temporary or permanent relative increase in the ambient noise levels. During operation of the Project, a significant noise-related impact would occur if Project operational noise at a noise-sensitive receiver exceeds 65 dBA L_{eq} between 7:00 a.m. and 10:00 p.m. or 45 dBA L_{eq} between 10:00 p.m. to 7:00 a.m. (Urban Crossroads, 2023, p. 22)

To control noise impacts associated with the construction of the proposed Project, the City of Jurupa Valley Municipal Code has established limits to the hours of operation. Section 11.05.020 indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. In addition, City of Jurupa Valley General Plan Noise Element Policy NE 3.5 limits commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., as well as limiting 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. (Urban Crossroads, 2023, p. 22)

4.12.4 METHODOLOGY

The Project specific Noise Impact Analysis (EIR *Technical Appendix L*) was performed in compliance with the methods and procedures used to model and analyze the future noise environment. All transportation related noise levels are presented in terms of the 24-hour CNELs.

A. *Off-Site Traffic Operational Noise*

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the FHWA Traffic Noise Prediction Model-FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. (Urban Crossroads, 2023, p. 31).

B. *Stationary Source Operational Noise*

The operational noise analysis is intended to describe noise level impacts associated with the expected noise levels typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. The on-site Project-related noise sources are expected to include air conditioning units, outdoor activity, pool/spa activity, and parking lot vehicle movements (Urban Crossroads, 2023, p. 55).

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on, Table 4.12-2, *Reference Noise Level Measurements*, used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the air conditioning units, outdoor activity, pool/spa activity and parking lot vehicle movements all operating at the same time. These sources of noise activity will likely vary throughout the day (Urban Crossroads, 2023, p. 55).

Table 4.12-2 Reference Noise Level Measurements

Noise Source	Noise Source Height (Feet)	Min./Hour		Reference Noise Level @ 50' (dBA L_{eq})	Sound Power Level (dBA)[3]
		Day	Night		
Air Conditioning Units	3'	45	30	44.4	76.0
Outdoor Activity	5'	60	0	59.9	91.5
Pool/Spa Activity	5'	60	0	63.0	94.6
Parking Lot Vehicle Movements	5'	60	60	40.9	72.5

Source: (Urban Crossroads, 2023, Table 10-1)

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA analyzes the noise level of multiple types of noise sources and calculates the noise levels at any location using the spatially accurate Project site plan and includes the effects of topography, buildings, and multiple barriers in its calculations using the latest standards to predict outdoor noise impacts.

Air Conditioning Units
To assess the noise levels created by the roof-top air conditioning units, reference noise levels were taken from the Carrier model 24ACC4 product data sheet. The product data sheet for Carrier model 24ACC4 indicates that each air conditioning units will produce a maximum sound power level of 76 dBA Lw. For this noise analysis, the air conditioning units are expected to operate continuously for 60 minutes per hour during the daytime and nighttime hours.

Outdoor Activity Area
To describe the outdoor common area courtyards activity areas, a reference noise level measurement was taken by Urban Crossroads, Inc. At 50 feet, the reference noise level is 59.9 dBA L_{eq} at a noise source height of 5 feet. The reference noise level measurement includes outdoor eating, drinking, with patrons laughing and talking. Outdoor activities are limited to the daytime hours.

Pool/Spa Activity
To represent the noise levels associated with pool activities, Urban Crossroads collected a reference noise level measurement at the Covenant Hill Clubhouse Pool in the unincorporated community of Ladera Ranch in the County of Orange. The reference noise level at 50 feet is 63.0 dBA L_{eq} for pool activity. The pool activity noise levels include kids playing, running, screaming, splashing, playing with a ball, and parents talking. Pool and Spa activities are estimated to occur for 60 minutes during all the daytime hours, with no nighttime activities.

Parking Lot Vehicle Movements
To determine the noise levels associated with a residential apartment community parking lot, Urban Crossroads collected reference noise level measurements at the Windemere Apartment community in the City of Riverside. At 50 feet, the parking lot vehicle movements produced a reference noise level of 40.9 dBA L_{eq}. The residential parking lot noise levels are mainly due to cars pulling in and out of spaces and residents going to and from their apartment homes and includes horns honking in the parking lot. Noise associated with parking lot vehicle movements is expected during the typical daytime, and nighttime conditions for the entire hour (60 minutes).

C. Vibration

The analysis also focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only

intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 11-4 of the Noise Impact Analysis. (Urban Crossroads, 2023, p. 67)

Based on the representative vibration levels presented for various construction equipment types, the potential Project construction vibration levels were estimated using the following vibration assessment methods defined by the Caltrans. To calculate the vibration of equipment at distance Caltrans provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$. (Urban Crossroads, 2023, p. 67)

4.12.5 Basis for Determining Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance*, August 20, 2020, set forth the following significance thresholds and criteria for noise impacts. The Project would have a significant impact related to noise if it would result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

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

Construction

1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise. Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receivers to weekdays between 9:00 a.m. and 3:00 p.m.; and

2) Construction noise levels exceed the levels identified in the latest version of the *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.*

Operational Noise (Stationary)

The project may have a significant impact if

3) The project is inconsistent with General Plan Policy NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of General Plan Figure 7-3. This

policy does not apply to noise levels associated with agricultural operations existing in 2017. If the existing ambient noise levels in the project vicinity (as described in a noise study approved by the City), exceed the noise levels in General Plan Figure 7-3, the impact is significant and requires mitigation.

Operational Noise (Transportation)

4) A project may have a significant impact if traffic generated by the project would result in a noticeable increase in roadway noise in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

b. Generation of excessive ground borne vibration or ground borne noise levels;

Under the City's local significance threshold, the project would have significant effects if it: creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receivers.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Under the City's local significance threshold, the project would have significant effects if it: generates aircraft noise that exposes people residing or working in the vicinity of a private airstrip or within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans.

Based on Guidelines for the Implementation of the California Environmental Quality Act, Appendix G, Public Resource Code Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The noise and vibration standards applicable to the Project include the criteria in the Noise Element of the City of Jurupa General Plan and the FTA's Transit Noise and Vibration Impact Assessment Manual which is referenced in the City of Jurupa Valley, *Environmental Review Guidelines and Thresholds of Significance*, August 2020.

A. Noise Level Increase

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. This is primarily because of the wide variation in individual thresholds of annoyance and

differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—also called the ambient noise environment. According to the City of Jurupa Valley, a noticeable increase of 3 dBA or more to 65 dBA CNEL at residential land uses is considered a significant impact. The City of Jurupa Valley noise related CEQA thresholds guidance is provided in Appendix 4.1 of the Noise Impact Analysis.

B. Vibration Impacts

The City of Jurupa Valley maintains a 0.2 inches per second (in/sec) peak-particle-velocity (PPV) vibration threshold during Project construction. According to the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance*, August 20, 2020, , a vibration-related impact would occur if a project exposes a vibration sensitive receiver to peak-particle-velocity (PPV) in excess of 0.20 inches per second (in/sec).

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4.12-3, *Significance Criteria Summary* summarizes the significance criteria for the Project.

Table 4.12-3 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 65 dBA CNEL[1]	Project plus ambient > 65 dBA CNEL and a ≥ 3 dbA CNEL Project increase[2]	
	Non-Noise-Sensitive	If ambient is < 70 dBA CNEL[1]	Project plus ambient > 70 dBA CNEL and a ≥ 3 dBA CNEL Project increase[2]	
Operational	Noise-Sensitive	Exterior Noise Level Standards[2]	65 dBA L_{eq}	45 dBA L_{eq}
		If ambient is > 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase[2]	
		Vibration Level Threshold[2]	0.2 in/sec PPV	
Construction	Noise-Sensitive	Limit typical construction activities adjacent to or within 200 feet of residential uses to weekdays between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.[3]		
		Noise Level Threshold[4]	80 dBA L_{eq}	70 dBA L_{eq}
		Vibration Level Threshold[4]	0.2 in/sec PPV	

[1] City of Jurupa Valley General Plan Noise Element Policy NE 1.5 and Figure 7-3 of the City's Noise Element
[2] City of Jurupa Valley noise related CEQA thresholds guidance for noise sensitive receivers
[3] City of Jurupa Valley Municipal Code, Section 11.050.020
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
Source: (Urban Crossroads, 2023, Table 4-1)

4.12.6 IMPACT ANALYSIS

Threshold a: ***Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

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

Construction

1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise. Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receivers to weekdays between 9:00 a.m. and 3:00 p.m.; and

2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.

Operational Noise (Stationary)

The project may have a significant impact if:

3) The project is inconsistent with General Plan Policy NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of General Plan Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017. If the existing ambient noise levels in the project vicinity (as described in a noise study approved by the City), exceed the noise levels in General Plan Figure 7-3, the impact is significant and requires mitigation.

Operational Noise (Transportation)

4)A project may have a significant impact if traffic generated by the project would result in a noticeable increase in roadway noise in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.12-1 In order to ensure compliance with General Plan Policy NE 3.4 Construction Equipment, all construction equipment must utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

PPP 4.12-2 In order to ensure compliance with General Plan Policy NE 3.5 Construction Noise, commercial construction activities within 200 feet of residential uses are limited to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high noise-generating construction activities to between 9:00 a.m. and 3:00 p.m.

2. Project Design Features (PDFs)

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

B. Impact Analysis

1. Short-Term Construction

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages for the Project: Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. The construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction (Urban Crossroads, 2023, p. 63).

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Table 4.12-4, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. (Urban Crossroads, 2023, p. 65)

Table 4.12-4 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})	Composite Reference Noise Level (dBA L_{eq})	Reference Power Level (dBA Lw)
Site Preparation	Dozer	78.0	83.4	115.1
	Front End Loader	75.0		
	Grader	81.0		
Grading	Excavator	77.0	84.0	115.6
	Tractor	80.0		
	Scraper	80.0		
Building Construction	Crane	73.0	77.4	109.1
	Backhoe	74.0		
	Generator (<25kVA)	70.0		
Paving	Paver	74.0	77.8	109.5
	Dump Truck	72.0		
	Roller	73.0		
Architectural Coating	Man Lift	68.0	76.2	107.8
	Compressor (air)	74.0		
	Generator (<25kVA)	70.0		

Source: (Urban Crossroads, 2023, Table 11-1)

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 4.12-5, *Construction Equipment Noise Level Summary (Leq)*, the construction noise levels are expected to range from 45.0 to 58.1 dBA L_{eq} and the highest construction levels at the nearby receiver locations are expected to range from 52.8 to 58.1 dBA L_{eq}. (Urban Crossroads, 2023, p. 65)

To evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} based on the latest version of the FTA Transit Noise and Vibration Impact Assessment Manual as discussed in Table 4.12-3 is used to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations will satisfy the daytime 80 dBA L_{eq} significance threshold during Project construction activities. The Project would also implement PPP 4.12-2 to ensure compliance with General Plan Policy NE 3.5 Construction Noise. Therefore, the noise impacts due to Project construction noise are considered less than significant at all receiver locations.

Table 4.12-5 Construction Equipment Noise Level Summary (L_{eq})

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	52.3	52.8	46.2	46.7	45.0	52.8
R2	55.4	55.9	49.3	49.8	48.1	55.9
R3	57.6	58.1	51.5	52.0	50.3	58.1
R4	57.6	58.1	51.5	52.0	50.3	58.1
R5	57.2	57.7	51.1	51.6	49.9	57.7

Source: (Urban Crossroads, 2023, Table 11-2)

2. Long-Term Off-Site Traffic

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. (Urban Crossroads, 2023, p. 39).

Tables 8-1 through 8-8, presented in the Noise Impact Analysis (EIR *Technical Appendix L*), depict a summary of the exterior dBA CNEL traffic noise levels. Roadway segments are analyzed in each of the following timeframes: Phase 1, Phase 2, Phase 3, General Plan Buildout 2040 without and with Project conditions.

The Phase 1 without Project exterior noise levels are expected to range from 58.1 to 71.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Project off-site traffic noise level increases will range from 0.2 to 6.2 dBA CNEL. Based on the modeled results all adjacent receivers would experience a future noise level less than 65 dBA CNEL or the increase in noise levels would be less than 3 dBA CNEL. (Urban Crossroads, 2023, p. 44)

The Phase 2 without Project exterior noise levels are expected to range from 58.1 to 71.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Project off-site traffic noise level increases will range from 0.1 to 7.7 dBA CNEL. Based on the modeled results all adjacent receivers would experience a future noise level less than 65 dBA CNEL or the increase in noise levels would be less than 3 dBA CNEL. (Urban Crossroads, 2023, p. 44)

The Phase 3 without Project exterior noise levels are expected to range from 58.1 to 71.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Project off-site traffic noise level increases will range from 0.0 to 8.5 dBA CNEL. Based on the modeled results all adjacent receivers would experience a future noise level less than 65 dBA CNEL or the increase in noise levels would be less than 3 dBA CNEL except the existing noise sensitive receiver

locations along Segment 8 of Pats Ranch Road. These receivers would experience noise levels greater than 65 dBA CNEL and increases greater than 3 dBA CNEL. However, the noise sensitive receivers along Segment 8 are shielded from adjacent traffic noise by 8-foot-high barriers. Thus, the noise levels at these locations would be up to 5 dBA lower than modeled, resulting in traffic noise levels of approximately 60 dBA CNEL along this location. (Urban Crossroads, 2023, p. 44)

The General Plan Buildout 2040 without Project exterior noise levels are expected to range from 57.6 to 72.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Project off-site traffic noise level increases will range from 0.0 to 7.3 dBA CNEL. Based on the modeled results all adjacent receivers would experience a future noise level less than 65 dBA CNEL or the increase in noise levels would be less than 3 dBA CNEL except the noise sensitive receiver locations along Segment 8 of Pats Ranch Road. These receivers would experience noise level greater than 65 dBA CNEL and increases greater than 3 dBA CNEL. However, the noise sensitive receivers along Segment 8 are shielded from adjacent traffic noise by 8-foot-high barriers. Thus, the noise levels at these locations would be up to 5 dBA lower than modeled, resulting in traffic noise levels of approximately 61 dBA CNEL. (Urban Crossroads, 2023, p. 45)

Since the Project would result in less than a 3 dBA CNEL noise increase under all scenarios, the land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. Long-term Traffic related noise impacts would be less than significant (Urban Crossroads, 2023, pp. 39-50).

3. Long-Term Stationary Source

To ensure noise-sensitive land uses are protected from new or Modified Stationary Noise Sources, Policy (NE 1.3) of the General Plan Noise Element, Figure 7-3 of the Noise Element identifies guidelines to evaluate proposed developments based on exterior noise level limits for land uses. Existing residential designated land uses in the Project study area are considered *normally acceptable* with exterior noise levels below 60 dBA CNEL, and *conditionally acceptable* with exterior noise levels of up to 70 dBA CNEL. (Urban Crossroads, 2023, p. 20) As shown below, the Project would be consistent with General Plan Policy NE 1.3 of the Noise Element.

Table 4.12-6, *Daytime Project Operation Noise Levels*, shows the unmitigated Project operational noise levels by noise source during the daytime hours of 7:00 a.m. to 10:00 p.m. The Project daytime hourly noise levels at the off-site receiver locations are expected to range from 40.2 to 50.1 dBA L_{eq} (Urban Crossroads, 2023, p. 58).

Table 4.12-6 Daytime Project Operation Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})				
	R1	R2	R3	R4	R5
Air Conditioning Units	37.9	41.4	41.6	38.5	36.7
Outdoor Activity	49.8	36.9	35.8	34.3	30.5
Pool/Spa Activity	21.5	22.0	24.5	27.9	37.1
Parking Lot Vehicle Movements	8.5	9.3	12.8	16.7	24.5
Total (All Noise Sources)	**50.1**	**42.8**	**42.7**	**40.2**	**40.4**

Source: (Urban Crossroads, 2023, Table 10-2)

Table 4.12-7, *Nighttime Project Operation Noise Levels*, shows the unmitigated Project operational noise levels by source during the nighttime hours of 10:00 p.m. to 7:00 a.m. The Project nighttime hourly noise levels at the off-site receiver locations are expected to range from 33.9 to 38.8 dBA L_{eq}. The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity.

Table 4.12-7 Nighttime Project Operation Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})				
	R1	R2	R3	R4	R5
Air Conditioning Units	35.2	38.7	38.8	35.8	33.9
Outdoor Activity	0.0	0.0	0.0	0.0	0.0
Pool/Spa Activity	0.0	0.0	0.0	0.0	0.0
Parking Lot Vehicle Movements	7.5	8.4	11.8	15.7	23.5
Total (All Noise Sources)	**35.2**	**38.7**	**38.8**	**35.8**	**33.9**

Source: (Urban Crossroads, 2023, Table 10-3)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Jurupa Valley exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.12-8, *Operation Noise Level Compliance*, shows the unmitigated operational noise levels associated with the Project will satisfy the City of Jurupa Valley 65 dBA L_{eq} daytime and 45 dBA L_{eq} exterior noise level standards at all nearby receiver locations. Therefore, the operational noise analysis shows that Project-related operational noise level impacts are considered less than significant. (Urban Crossroads, 2023, p. 59)

Table 4.12-8 Operation Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	50.1	35.2	65	45	No	No
R2	42.8	38.7	65	45	No	No
R3	42.7	38.8	65	45	No	No
R4	40.2	35.8	65	45	No	No
R5	40.4	33.9	65	45	No	No

Source: (Urban Crossroads, 2023, Table 10-4)

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

Threshold b:	***Would the Project generate excessive groundborne vibration or groundborne noise levels?*** ***Under the City's local significance threshold, the project would have significant effects if it: creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receivers.***

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.12-1 and PPP 4.12-2 (listed under Threshold a) apply to the Project and would reduce impacts relating to noise. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

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

B. Impact Analysis

1. Short-Term Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the FTA. However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 11-4 of the Noise

Impact Analysis (*Technical Appendix L* of this EIR). Based on the representative vibration levels presented for various construction equipment types, the potential Project construction vibration levels were estimated using the following vibration assessment methods defined by the Caltrans. (Urban Crossroads, 2023, p. 67)

Using the vibration source level of construction equipment provided on Table 11-4 of the Noise Impact Analysis (*Technical Appendix L* of this EIR) and the construction vibration assessment methodology published by the FTA, Project vibration impacts were estimated. Table 4.12-9, *Project Construction Vibration Levels* presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 33 to 250 feet from Project construction activities, construction vibration velocity levels are estimated to range up to 0.06 PPV (in/sec) and will not exceed the City of Jurupa Valley threshold of 0.2 PPV (in/sec) at off-site receivers. Therefore, the Project-related vibration impacts are considered less than significant. (Urban Crossroads, 2023, p. 67)

Table 4.12-9 Project Construction Vibration Levels

Receiver Location	Distance to Const. Activity (Feet)	Receiver Vibration Levels (in/sec) PPV					Threshold PPV(in/sec)	Noise Level Standards Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	250’	0.00	0.00	0.00	0.00	0.00	0.20	No
R2	84’	0.00	0.01	0.01	0.01	0.01	0.20	No
R3	33’	0.00	0.02	0.05	0.06	0.06	0.20	No
R4	38’	0.00	0.02	0.04	0.05	0.05	0.20	No
R5	43’	0.00	0.02	0.03	0.04	0.04	0.20	No

Source: (Urban Crossroads, 2023, Table 11-5)

2. Long-Term Vibration Impacts

Under long-term conditions, the Project would not include or require equipment or activities that would result in perceptible groundborne vibration beyond the Project site. The Project would not result in the exposure of persons to excessive groundborne vibration or noise levels during long-term operation.

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

Threshold c:	***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?***
	Under the City's local significance threshold, the project would have significant effects if it: generates aircraft noise that exposes people residing or working in the vicinity of a private airstrip or within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs that pertain to airport noise.

2. Project Design Features (PDFs)

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

B. Impact Analysis

The Project site is not located within two miles of an airport or airstrip. The closest major airport is the French Valley Airport located approximately 3.9 miles southwest of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations. Additionally, the Project would not generate aircraft noise that exposes people residing or working within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans. Therefore, impacts would be less than significant. (Urban Crossroads, 2023, p. 26)

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

4.12.7 CUMULATIVE IMPACT ANALYSIS

A. Construction-Related Noise Impacts

Construction activities associated with the Project, especially activities involving heavy construction equipment would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. The peak noise level anticipated during construction activities would occur during earthmoving activities. The Project's daytime construction activities would reach up to 58.1 dBA L_{eq} at a distance of 50 feet. In the event that construction activities occur on any properties surrounding the Project site simultaneously with Project-related construction activities and that also contribute construction noise to the sensitive receptors located in the Project vicinity, the construction activities associated with the Project would result in a cumulative contribution of increased noise levels at the nearest sensitive receptors. The nearest related project that could have the potential to result in cumulative construction-related noise impacts is Related Project ID 5 a 10,000 square foot light industrial business park north of the Project site across Bellegrave Avenue (see Table 4.0-2, *Cumulative Development Land Use Summary*, of this EIR). However, this related project would be constructed well before construction activities would occur within the northern area of the Project site, which would occur in the last two phases of construction (see Figure 3-16, *Conceptual Phasing Plan*, of this EIR). There are no other related projects that could combine with construction-related noise levels to create a cumulatively considerable impact. As discussed in Threshold a, construction noise levels do not exceed the City's construction noise thresholds. The proposed Project was determined to result in less than significant impacts associated with construction-related noise impacts; therefore, the Project is not expected to result in a cumulatively considerable contribution of construction noise that would result in a significant impact. Accordingly, the Project's short-term construction-related noise impacts would not result in a cumulatively considerable short-term impact.

B. Operation-Related Noise Impacts

The Project would not generate an operational related noise level which exceeds the City of Jurupa Valley's exterior daytime or nighttime standards. As identified above, noise impacts from stationary noise sources would be less than significant. Other development projects in the Project area would also be subject the same noise standards as the Project, and there would be no potential for cumulatively considerable operational noise impacts to occur.

C. Transportation-Related Noise Impacts

The Project off-site contribution to cumulative traffic noise level increases range from 0.4 to 6.2 dBA CNEL. Based on the modeled results all adjacent receivers would experience a future noise level less than 65 dBA CNEL or the increase in noise levels would be less than 3 dBA CNEL except the existing noise sensitive receiver locations along Segment 8 of Pats Ranch Road. These receivers would

experience noise level greater than 65 dBA CNEL and increases greater than 3 dBA CNEL. However, the noise sensitive receivers along Segment 8 are shielded from adjacent traffic noise by 8-foot-high barriers. Thus, the noise levels at these locations would be up to 5 dBA lower than modeled, resulting in traffic noise levels of approximately 61 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels along Pats Ranch Road north and south of Boca Place (Segment 8). Therefore, off-site traffic noise impacts would be less than significant on a cumulative basis.

4.13 POPULATION AND HOUSING

The following analysis discloses existing population and housing data for the City of Jurupa Valley (City) and assesses the potential for the Project to result in direct or indirect impacts on population and housing. The analysis in this section is based, in part, on information contained within the City's General Plan, and population and housing projections from the California Department of Finance (DOF) and Southern California Association of Governments (SCAG). All references used in this section are listed in the EIR Section 7.0, *References*.

4.13.1 EXISTING CONDITIONS

The Project site consists of agricultural land with farming support structures and storage/staging facilities on the northern portion of the Project site. While the Project site is improved with two residential structures and two modular homes, none of these structures are occupied by residents, nor have they been for the last five years. Instead, these structures are used as offices or facilities for the farming operation. Therefore, the Project site does not currently contain or support a population.

A. Southern California Association of Governments (SCAG)

SCAG's Connect SoCal, adopted in September 2020, is a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plan developed pursuant to Senate Bill (SB) 375 to assist in the State's reduction of greenhouse gas emissions by considering land use allocation in its regional transportation plan. Connect SoCal thus builds upon and expands land use and transportation strategies to increase mobility options and achieve more sustainable growth patterns. Table 4.13-1, *SCAG Population, Households, and Employment Projections*, summarizes SCAG's Connect SoCal growth projections to the year 2045 for both the City and Riverside County.

Table 4.13-1 SCAG Population, Households, and Employment Projections

Jurisdiction	2016	2045	Increase	Percent Change
Population				
City of Jurupa Valley	100,100	117,800	17,700	17.7%
Riverside County	2,364,000	3,252,000	888,000	37.6%
Households				
City of Jurupa Valley	25,300	31,800	6,500	25.7%
Riverside County	716,000	1,086,000	370,000	51.7%
Employment				
City of Jurupa Valley	27,100	31,300	4,200	15.5%
Riverside County	743,000	1,103,000	360,000	48.5%

Source: (SCAG, 2020b)

1. Job-Housing Ratio

The jobs-housing ratio is a general measure of the number of jobs as compared to housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio as well as the type of jobs versus the price of housing, has implications for mobility, air quality,

and the distribution of tax revenues. A project's effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels in order to analyze the fit between jobs, housing, and infrastructure. SCAG's April 2001 report titled, The New Economy and Jobs/Housing Balance in Southern California (SCAG-D), states that:

> *. . . a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.*

The concept of jobs-housing balance has been widely discussed by SCAG and the South Coast AQMD over the past decade as a means of achieving regional air quality improvement goals. The basic concept is directed at minimizing commute distances, reducing infrastructure needs and costs, mitigating traffic congestion, conserving energy, and improving air quality. SCAG has incorporated jobs-housing balance into its growth forecast, transportation, and air quality policies. The term jobs-housing balance is the concept that if an area is balanced, it includes the correct number (or balance) of housing and employment opportunities so that the majority of the people living within a given subregion can also work in that same subregion. Job-rich subregions have ratios greater than the regional average, and housing-rich subregions have ratios lower than the regional average. An appropriate jobs-housing ratio for any given geographic area is area specific, in that each locale presents differing demographic characteristics. Jobs-housing ratios are also dynamic and fluctuate over time. Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of one or more than 1 to 1 indicates a jobs-rich area (SCAG-D, 2001, p. 15).

As shown in Table 4.13-2, *Jobs-Housing Ratio*, based on SCAG projections, the City and County of Riverside have an approximately balanced job-housing ratio with the City slightly more jobs-rich. The City is slightly above the recommended jobs-housing ratio target of 1.0 but is anticipated to decrease by 8.4% between 2016 and 2045. Riverside County overall is also slightly above the recommended range for the jobs-housing ratio but anticipated to decrease by 1.9% by the year 2045.

Table 4.13-2 Jobs-Housing Ratio

Jurisdiction	2016	2045	Decrease	Percent Change
City of Jurupa Valley	1.07	0.98	-0.09	-8.4%
Riverside County	1.03	1.01	-0.02	-1.9%

Based on values in Table 4.13-1. Calculated by Employment/Households.

B. City of Jurupa Valley

In 2022, the California Department of Finance (DOF) estimated the population in the City of Jurupa Valley to be 105,384 individuals in 104,528 households and 856 group quarters. The City's housing demographic consists of 22,926 single-family detached residences, 1,023 single-family attached

residences, 898 two to four family residences, 2,480 five plus family residences, and 1,967 mobile residences. The City has a total of 29,193 dwelling units and a vacancy rate of 3.4%. The average household consists of 3.71 persons (DOF, 2022).

As shown in Table 4.13-3, *City of Jurupa Valley General Plan Population, Households, Employment Projections vs. SCAG*, the City's General Plan projected buildout for the year 2035 exceeded the SCAG's 2045 projections. The City forecasts the employment housing ratio to increase to 1.67, which is more jobs-rich than anticipated under SCAG projections.

Table 4.13-3 City of Jurupa Valley General Plan Population, Households, Employment Projections vs. SCAG

	City of Jurupa Valley General Plan (2035)	SCAG 2045	Increase	Percent Change
Population	152,587	117,800	34,787	29.5%
Households	39,333	31,800	7,533	23.7%
Employment	65,881	31,300	34,581	110.5%
Job-Housing Ratio	1.67	0.98	0.69	70.4%

Source: (SCAG, 2020b; City of Jurupa Valley, 2017b)

2. Regional Housing Needs Assessment (RHNA)

SCAG is the regional planning agency responsible for allocating RHNA to jurisdiction within its region. As shown in Table 4.13-4, *City of Jurupa Valley Housing Needs Assessment Allocation (2021-2029)*, the City's RHNA allocation for the 2021-2029 planning period is 4,497 housing units. According to the City's 2021-2029 Housing Element, the City has adequate capacity to meet its RHNA and has planned to accommodate a total of 5,172 housing units. It should be noted that the Project site is included in the City's Housing Element under the I-15 Corridor Specific Plan, and is anticipated to provide 508 dwelling units under the above moderate income category (City of Jurupa Valley, 2021).

Table 4.13-4 City of Jurupa Valley Housing Needs Assessment Allocation (2021-2029)

Income Group	% of County AMI[1]	2021 Total Housing Units Allocated	Percentage of Units
Very Low	0 to 50%	1,207[2]	26.8%
Low	51 to 80%	749	16.7%
Moderate	81 to 120%	731	16.3%
Above Moderate	Over 120%	1,810	40.2%
	Total	**4,497**	**100%**

[1] AMI= Area Median Income

[2] The City has a RHNA allocation of 1,207 very low income units (inclusive of extremely low income units). This allocation is evenly split between extremely low and very low income groups pursuant to state law (AB 2634).

Source: (City of Jurupa Valley, 2021, Table 5.34)

4.13.2 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for the Project was released for public review on December 14, 2022, and an EIR Scoping meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to population and housing.

One comment related to land use and planning from SCAG was received on December 28, 2022. SCAG provided information on the demographics and future growth forecasts for the Project region and jurisdiction.

4.13.3 REGULATORY FRAMEWORK

A. State Regulations

1. California Housing Element Law

The State Housing Element Law (Government Code Article 10.6, §§ 65580 and 65589) requires each city and county to adopt a general plan for future growth. This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. The amount of housing that must be accounted for in a local housing element is determined through the RHNA. In the RHNA process, the State allocates each region a number representing the amount of housing needed based on existing need and expected population growth. At the State level, the California Department of Housing and Community Development (HCD) estimates the relative share of the State's anticipated population growth that would occur in each county in the State, based on California Department of Finance population projections and historic growth trends. Where there is a regional council of governments, as in the Southern California Area (in this case, the SCAG), HCD provides the regional housing need to the council. The council then assigns a share of the regional housing need to each of its cities and counties. Each city and county must update its general plan housing element on a regular basis pursuant to the requirements of Government Code Section 65580, et seq. Among other things, the housing element must incorporate policies and identify potential sites that would accommodate a city's share of the regional housing need. Before adopting an update to its housing element, a city or county must submit the draft to HCD for review.

B. Regional Regulations

1. Southern California Association of Governments (SCAG)

SCAG allocates regional housing needs and the share of the regional needs to be addressed by Riverside County and its constituent cities. SCAG is a Joint Powers Agency and is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California.

On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*). Connect SoCal is intended to create a plan for integrating transportation and land use planning by bringing jobs and housing closer together which will improve regional problems including housing, traffic, air quality, greenhouse gas emissions, and other regional challenges. Connect SoCal projects growth in employment, population, and households taking into account economic and demographic trends and provides a general blueprint for where and how the southern California area will grow (SCAG, 2020a).

State Housing Element Law (California Government Code Sections 65580-65590) mandates that local governments, through COGs (council of governments), identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). SCAG's RHNA provides an allocation of the existing and future housing needs by jurisdiction; this is based on income level, existing housing needs in each city and county, and the fair share allocation of the projected regional population growth.

The allocations are driven by the intent that a better balance between jobs and housing should occur in various areas of the region and that every city and county should incur its fair share in the development of affordable housing units and in meeting future housing needs. All local governments, including the City, are required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible), to facilitate and encourage housing production commensurate with that housing need.

C. Local Regulations

Development of housing in the City of Jurupa Valley is guided by the goals, objectives, and policies of the General Plan and Housing Element. The Project-applicable goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Consistency Analysis*, in EIR Section 4.11, *Land Use and Planning*.

4.13.4 Basis for Determining Significance

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

a) 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);

Under the City's local significance threshold, the project would have significant effects if: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

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

Under the City's local significance threshold, the project would have significant effects if: The project site contains residential housing which will not be replaced with new residential housing onsite.

4.13.5 IMPACT ANALYSIS

Threshold a:	***Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?***
	Under the City's local significance threshold, the project would have significant effects if: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs that address impacts related to population and housing.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of population and housing.

B. Impact Analysis

As indicated previously, the City's Significance Criteria would be exceeded if:

- The project is in an area that is currently underdeveloped or unserved by major infrastructure; and
- The project would introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan.

The Project would result in the development of up to 1,576 dwelling units. Based on a ratio of 3.75 persons per household used in the General Plan population forecasts, the potential population for the Project area is 5,910. This analysis assesses whether the construction and operation of the Project

would induce direct substantial unplanned population growth or indirect substantial unplanned population growth.

1. Construction

The Project would be developed over a 73-month construction period with final buildout anticipated in July 2031. Project construction activities would require contractors and laborers. It is anticipated that general construction labor would be available from the local and regional labor pool and would not result in substantial population growth because the construction workers would commute from their respective homes. Additionally, each construction phase (e.g., grading, paving, electrical, etc.) requires different skills and specialties, which would be needed for the length of time of that phase. Because of that, the Project's construction phases would not result in a long-term increase in employment which could induce substantial unplanned population growth from short-term construction activities. Therefore, the Project would not directly or indirectly induce substantial population growth in the City during construction.

2. Operation

Direct Impacts

As discussed above, the Project would generate 5,910 new residents and 50 employees into the City. Table 4.13-5, *Estimated Population and Housing in Jurupa Valley with Project*, shows the Project's impact on the City's population and housing projections under existing (2022) and buildout (2031) conditions.

Table 4.13-5 Estimated Population and Housing in Jurupa Valley with Project

	Existing (2022)	Buildout Year (2031) Without Project[2]	Project	Existing (2022) Plus Project	Buildout Year (2031) Plus Project	City of Jurupa Valley General Plan (2035)	SCAG Growth Projections (2045)
Population	105,384[1]	111,313	5,910[3]	111,294	117,223	152,587	117,800
Household	29,193[1]	31,588	1,576	30,769	33,164	39,333	31,800
Employment	27,973[2]	29,336	50	28,023	29,386	65,881	31,300
Job-Housing Ratio	0.96	0.93	-	0.91	0.89	1.67	0.98

[1] Values are from the California Department of Finance (DOF), as shown in Section 4.13.1B.
[2] These values are prorated from SCAG's demographic data contained in Table 4.13-1.
[3] Assuming an average household size of 3.75

The City's General Plan projected growth for 2035 exceeds SCAG's 2045 growth projections for the City. The City's General Plan forecasted 30,237 more people, 7,533 more households, and 34,581 more jobs as compared to SCAG's job forecast for the City. As such, the Project's proposed 5,910 total population and 1,576 households were anticipated by the City's General Plan and represent approximately 3.87% and 4% of the anticipated population and households within the City, respectively. Additionally, the Project's population and households is within both SCAG and City

growth forecasts. Furthermore, Table 4.13-5 overstates the Project's growth and is conservative, because it does not take credit for the growth that was assumed in the General Plan growth forecasts for the Specific Plan Area under the I-15 Corridor Specific Plan, which assumed 928 units with an approximate population of 2,570.[1] Therefore, implementation of the Project would not result in substantial unplanned population growth, and impacts would be less than significant.

Infrastructure needs are primarily dictated by the population they serve. The current General Plan Land Use designations for the Project site are Medium Density Residential (MDR) and Business Park. Consistent with General Plan, Table 2.2: Residential Land Use Statistics and Buildout Projections, only the Medium Density Residential category is used because the number of employees generated by the Business Park designation may or may not live within the City. The Project proposes to amend the MDR designation to (MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; HHDR - Highest Density Residential. The changes in the General Plan population forecast are shown in Table 4.13-6, *Population Forecast -Existing General Plan Land Use vs. Proposed General Plan Land Use.*

Table 4.13-6 Population Forecast-Existing General Plan Land Use vs. Proposed General Plan Land Use

General Plan Land Use (1)	Acres	Density (du/ac) (1)	Dwelling Unit	Population (2)
Existing				
MDR	133.43	5	667	2,501
		Sub-Total	**667**	
Proposed				
MHDR	54.93	Up to 8	351	1316
HDR	32.02	Up to 14	291	1091
VHDR	22.48	Up to 20	330	1238
HHDR	24.10	Up to 25	604	2265
		Sub-Total	**1,576**	**5,910**
Difference (Existing – Proposed)			**+909**	**+3,409**
Percent Change ([Existing – Proposed]/Existing)			**+136.3%**	**+136.3%**
(1) Table 3-2 in Section 3.0, *Project Description*, of this EIR (2) Based on 3.75 persons per household per General Plan Table 2.2. Residential Land Use Statistics and Buildout Projections				

As shown in Table 4.13-6 above, the proposed Project's construction of 1,576 dwelling units would represent a residential population increase of approximately 136.3 percent over buildout population identified for the Project site based on approved land uses. Therefore, as detailed in this DEIR, Section 3.0, *Project Description*, of this EIR, and discussed in Section 4.18, *Utilities and Service Systems* the Project would require construction of roadways and utility infrastructure to serve the development.

[1] When taking account for the growth assumed in the Specific Plan Area, the Project would result in a jobs-housing ratio of 0.93 under existing plus Project conditions and 0.91 under buildout year with Project conditions.

As discussed in Section 3.0, *Project Description* (Mobility Plan), of this EIR, Pat's Ranch Road would be constructed to the ultimate 118-foot right-of-way per a modified section which would remove the Class II bike lanes identified in the City's Circulation Master Plan for bicyclists and pedestrians and would construct a two-way Class I path within the parkway. The Project would convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts. In addition, the Pats Ranch Road segment between Limonite Avenue and Boca Place would be converted to a four-lane roadway. The roadway segment between Boca Place and Bellegrave Avenue would remain as two-lane roadway. The Project would widen the southern half of Bellegrave Avenue to the ultimate half right-of-way width of 59 feet. The widening would include 5 additional feet of pavement, placing curb and gutter 38 feet south of the roadway centerline with an 8-foot-wide Class II bike lane. Within the remaining 21 feet of the right-of-way, the Project would construct a 5-foot-wide meandering sidewalk and landscape the remaining area. Approximately 19 feet of existing pavement located north of the roadway centerline that would remain, for a total of 57 feet of pavement. These roadway improvements would not introduce unplanned infrastructure not previously evaluated in the City's General Plan.

Water and wastewater service extensions to the Project site will connect to existing facilities as depicted on Figure 3-14, *Conceptual Water, Sewer, and Non-Portable Water Plan*. As depicted in Figure 3-15, *Conceptual Drainage Plan*, the Project would include a comprehensive stormwater management system containing drainage improvements, facilities, and programs which would act to control and treat stormwater pollutants. As discussed above, the Project site is currently designated as MDR. Therefore, the General Plan already anticipated the utility infrastructure required to accommodate residential uses with the Specific Plan area. Since all proposed utility infrastructure would connect to existing facilities and would exclusively serve the proposed development, this Project infrastructure would not indirectly induce substantial unplanned population growth.

3. Summary

Based on the foregoing analysis, the Project is not expected to be a catalyst for any substantial, unplanned growth or population increases. Neither the Project nor any Project-related component would directly or indirectly result in substantial unplanned population growth that would cause a significant impact to the environment. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

Less than significant.

Threshold b:	***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*** ***Under the City's local significance threshold, the project would have significant effects if: The project site contains residential housing which will not be replaced with new residential housing onsite.***

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs that address impacts related to population and housing.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of population and housing.

B. Impact Analysis

Under existing conditions, the Project site is developed with agricultural land along with farming support structures and storage/staging facilities on the northern portion of the Specific Plan Area. The Project site contains two residences and two modular homes. None of these structures are occupied by residents, nor have they been for at least five years. The City's General Plan anticipated residential development on the Project site. The Project site is designated Business Park (BP), Commercial Retail (CR), and Medium Density Residential (MDR) in the City's General Plan. The proposed General Plan Amendment (GPA) No. A22003 would amend the General Plan Land Use designation to MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; HHDR - Highest Density Residential; OS-R Open Space Recreation; and OS-B Open Space Water. The Project would increase the number of residential units on the Project site by 1,576 units, which is approximately 909 units more than allowed under the current land use. Therefore, implementation of the Project would not displace a substantial number of existing people or housing. As such, the implementation of the Project would not necessitate construction of replacement housing elsewhere. No impacts would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

No impact.

4.13.6 CUMULATIVE IMPACT ANALYSIS

As discussed above, the Project would provide 1,576 dwelling units in the City. Related projects in the City shown in Table 4.0-2 of this EIR, would provide an additional 395 dwelling units, 55,600 square feet of retail/commercial uses, 10,000 square feet of light industrial/business park uses, and 310,760 square feet of industrial uses (see Table 10, *Technical Appendix M* of this EIR). The related projects' industrial, commercial, and office/business park uses would generate approximately 365 jobs,[2], which when combined with the Project, results in 415 jobs. The related projects' residential uses would generate approximately 1,481 residents,[3] which when combined with the Project, results in 7,375 residents. As shown in Table 4.13-7, *Cumulative Projects Population, Housing, and Employment Growth Trends in Jurupa Valley*, the projected population, housing units, and employment growth generated by the Project and related projects would be within the anticipated growth for the City based on the City's General Plan growth projections. Therefore, the Project with related projects contribution to unplanned housing and population growth would not be cumulatively considerable.

Table 4.13-7 Cumulative Projects Population, Housing, and Employment Growth Trends in Jurupa Valley

	Existing (2022)	Buildout Year (2031) Without Project[2]	Project + Related Projects in City	Buildout Year (2031) Plus Related Projects	City of Jurupa Valley General Plan (2035)	SCAG Growth Projections (2045)
Population	105,384[1]	111,313	7,375[3]	118,688	152,587	117,800
Household	29,193[1]	31,588	1,971	33,559	39,333	31,800
Employment	27,973[2]	29,336	415	29,751	65,881	31,300
Job-Housing Ratio	0.96	0.93	-	0.89	1.67	0.98

[1] Values are from the California Department of Finance (DOF), as shown in Section 4.13.1B.
[2] These values are prorated from SCAG's demographic data contained in Table 4.13-1.
[3] Assuming an average household size of 3.75

Under existing conditions, there are no existing people or housing located on-site. As such, the Project has no potential to contribute to a cumulatively significant impact associated with the need to construct unplanned housing units.

[2] Based on the standard employment factors in the City's General Plan EIR. Specifically, 1 employee per 600 square feet for commercial uses, 1 employee per 800 square feet for office/ business park uses, 1 employee per 1,200 square feet for industrial uses.
[3] Assuming an average household size of 3.75.

4.14 PUBLIC SERVICES

The following analysis is based on information obtained from public service annual reports; Google Earth; City General Plan (City of Jurupa Valley, 2017a); City of Jurupa Valley Municipal Code. All references used in this section are listed in EIR Section 7.0, *References*.

4.14.1 EXISTING CONDITIONS

In 2022, the California Department of Finance (DOF) estimated the population in the City of Jurupa Valley to be 105,384 individuals in 104,528 households and 856 group quarters. The City's housing demographic consists of 22,926 single-family detached residences, 1,023 single-family attached residences, 898 two to four family residences, 2,480 five plus family residences, and 1,967 mobile residences. The City has a total of 29,193 dwelling units and a vacancy rate of 3.4%. The average household consists of 3.71 persons (DOF, 2022).

A. Fire Protection Services

1. Fire Stations, Staffing, and Equipment

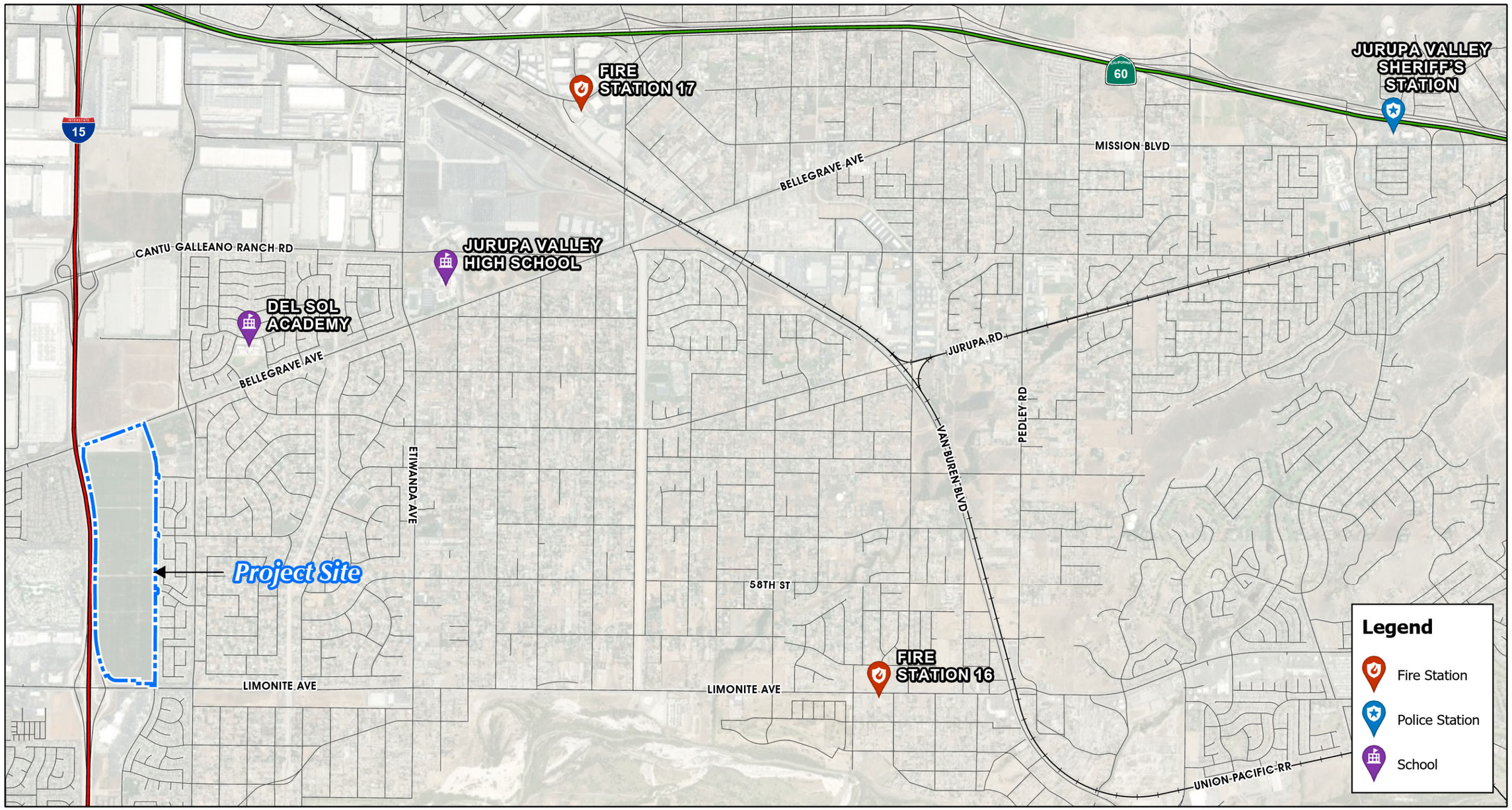
The City of Jurupa Valley contracts with the Riverside County Fire Department (RCFD) in conjunction with CalFire for Citywide fire protection, emergency medical services, and fire safety education. As shown in Figure 4.14-1, *Existing Public Services in the City*, the nearest fire station to the Project site is Station 17 located at 10400 San Sevaine Way, approximately 2.45 miles northeast to the Project site. The second-closest station to the Project site is Station 16 at 9270 Limonite Ave, approximately 3.27 miles southeast to the Project site.

2. Calls for Service and Response Times

In 2021, RCFD responded to a total of 11,361 calls for services citywide with the majority for medical emergency (68%), false alarms (9%), and traffic collisions (9%). Specifically, Stations 16 and 17 responded to a total of 2,554 and 2,728 calls for service, respectively. (RCFD, 2022). Stations 17 and 16 have an approximately 4- and 6-minutes response drive time, respectively.

B. Police Protection Services

The Riverside County Sheriff's Department (RCSD) provides police protection services to the City of Jurupa Valley. Sheriff services are provided through a contract with the City from the Jurupa Valley Sheriff's station located at 7477 Mission Boulevard. The station also serves the cities of Norco, Eastvale, and several unincorporated areas of the County and is led by a commander who serves as the Police Chief for the area. As of 2017, the Jurupa Valley Sheriff's Station responded to approximately 35,000 total calls per year. Calls are broken down by priority level. Priority 1 calls are urgent calls that involve a threat to human life or property and have the potential for serious injury. Priority 2 calls involve circumstances that are urgent but not life threatening. Priority 3 and Priority 4 calls involve non-urgent nor life threatening issues. (City of Jurupa Valley, 2017a)



Source(s): Esri, RCIT (2023)

0 600 1,200 2,400 Feet

Figure 4.14-1

Existing Public Services in the City

C. School Services

The Project site is within the attendance boundaries of Jurupa Unified School District (JUSD). Currently, JUSD operates 23 schools including 16 elementary schools, 1 K-8 school, 3 middle schools, and 3 high schools. The elementary and middle school serving the Project site is the Del Sol Academy, located at 11626 Forsythia St, Jurupa Valley, CA 91752. The high school serving the Project site is Jurupa Valley High School, located at 10551 Bellegrave Ave, Jurupa Valley, CA 91752. (JUSD, n.d.) As shown in Table 4.14-1, *Existing School Capacity and Enrollment*, there is adequate capacity at all school levels within JUSD.

Table 4.14-1 Existing School Capacity and Enrollment

School	2022/2023 Current Enrollment	2019/2020 Facility Capacity	Remaining Capacity
Elementary School (Grades K-6)	9,707	11,031	1,324
Middle School (Grades 7-8)	2,766	3,037	271
High School (Grades 9-12)	5,897	6,982	1,085
Total	**18,370**	**21,050**	**2,680**

Source: (Cooperative Strategies, 2020; CDE, 2023)

D. Parks

As described in the Section 4.15, *Recreation*, of this EIR, the nearest existing regional and City-owned parks to the Project site include Vernola Family Park located directly to the east of the Project site; Mountain Vista Park located approximately 0.09 mile to the east of the Project site; Pleasant Valley Park located approximately 0.09 mile to the east of the Project site; Harvest Village Park located approximately 0.01 mile to the east of the Project site; Limonite Meadows Park located approximately 0.62 mile south of the Project site; and Esplande Park located approximately 0.5 mile northeast of the Project site. Figure 4.15-1, *Existing Parks and Recreational Facilities*, depicts the existing parks and recreational facilities in the City. Refer to EIR Section 4.15, *Recreation*, for a more detailed discussion regarding parks and recreational facilities in the region.

E. Other Public Facilities

Jurupa Valley is part of the Riverside County Library System (RCLS), which has 35 branches and 2 Mobile Resource Vans throughout Riverside County. The Glen Avon Library is located at 9244 Galena Street, approximately 3.54 mile to the northwest of the Project site. The Glen Avon Library has a collection of 40,500 items and 18 computers. (RC&S, 2020) Other services include wireless internet, printing services, meeting rooms, and study rooms.

4.14.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on December 14, 2022, and an EIR Scoping meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to public services. Additionally, no comments related to public services were received during the public scoping period.

4.14.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to public services.

A. State Regulations

1. Fire Protection Services

- ❑ California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, "Materials and Construction Methods for Exterior Wildfire Exposure," in the 2010 California Building Code addresses fire safety standards for new construction and Section 701A.3.2 addresses "New Buildings Located in Any Fire Hazard Severity Zone." In 2022, the City adopted the California Building Code, 2022 Edition and the 2022 California Fire Code.

2. School Services

- ❑ Leroy F. Greene School Facilities Act of 1998 (Senate Bill [SB] 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998, which amended existing state law governing school fees. In particular, SB 50 amended prior California Government Code (CGC) Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications, or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property...."

The legislation also amended CGC Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial. These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50% of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30% of the district's students are on a multi-track year-round schedule.
- The district has placed on the ballot within the previous four years a local school bond that received at least 50% of the votes cast.
- The district has passed bonds equal to 30% of its bonding capacity.
- Or, at least 20% of the district's teaching stations are relocatable classrooms.

Additionally, if the State of California's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100% of land and construction costs of new schools required as a result of new developments.

B. Local Regulations

1. City of Jurupa Valley General Plan

The General Plan identifies goals related to public services in its Community Safety, Services, and Facilities Element. The Project-applicable goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Consistency Analysis*, in EIR Section 4.11, *Land Use and Planning*.

2. City of Jurupa Valley Municipal Code

The City of Jurupa Valley Municipal Code identifies policies related to public services. The specific Municipal Code policy is as follows:

> **Chapter 3.75, Development Impact Fee.** This chapter establishes and sets forth policies, regulations, and fees relating to the funding and installation of the public facilities and equipment necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this chapter.
>
> **Section 7.25.020 Park and recreation fees and dedications**. This section is adopted pursuant to Government Code Section 66477 which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map.
>
> Chapter 8.05. Adoption of Construction Codes. Section 8.05.010 adopts the 2022 versions of the California construction codes.
>
> **Chapter 8.10. Adoption of Fire Code**. Except as stated in this section or as amended in Section 8.10.020, all of the provisions and appendices of the 2022 California Fire Code,

inclusive of all of the inclusions and exclusions set for in each chapter's matrix, are hereby adopted and shall apply to the city.

4.14.4 Basis for Determining Significance

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

a) *Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i) Fires;

Under the City's local significance threshold, the project would have significant effects if: The project substantially affects Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

ii) Sheriff;

Under the City's local significance threshold, the project would have significant effects if: The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.

iii) Schools;

Under the City's local significance threshold, the project would have significant effects if: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

iv) Parks; or

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating park deficiencies in the area resulting in the need for new

or altered park facilities that are not off-set by the payment of development impact fees or the dedication of parkland.

v) Oher Public Facilities?

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.

4.14.5 IMPACT ANALYSIS

Threshold a: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i) ***Fire;***

Under the City's local significance threshold, the project would have significant effects if: The project substantially affects Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

ii) Sheriff;

Under the City's local significance threshold, the project would have significant effects if: The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.

iii) School;

Under the City's local significance threshold, the project would have significant effects if: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

iv) Parks; or

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not off-set by the payment of development impact fees or the dedication of parkland.

v***) Other Public Facilities?***

Under the City's local significance threshold, the project would have significant effects if: The project will result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees.

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

1. Plans, Policies, and Programs (PPPs)

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

The following apply to the Project and would reduce impacts relating to public services. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.14-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

PPP 4.14-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

PPP 4.14-3 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

PPP 4.14-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

2. *Project Design Features (PDFs)*

The are no PDFs applicable to the Project related to the topic of public services.

B. ***Impact Analysis***

The 200.7 acre Project site (hereafter, "Project site") includes the 153 acre Vernola Ranch Specific Plan (hereafter "Specific Plan Area"), 36 acres south of the Specific Plan Area, and approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue. The Project entails development of a 153-acre Specific Plan Area with residential development with densities ranging from 4 to 25 dwelling units per acre. The Project proposes approximately 1,576 residential dwelling units (single-family, multi-family, townhomes, and other housing types), recreation areas, a network of trails & parks, internal street network, open space, landscaping and street improvements, and includes an overlay for a potential school site located at the northeast portion of the Specific Plan Area.

The analysis below recognizes that the site is currently vacant and generates minimal demand on existing public services providers; however, there is planned development under the previously adopted I-15 Corridor Specific Plan.

Fire Protection

Implementation of the Project would increase the overall demand on fire protection and emergency services in the City. Project buildout would result in an increase of approximately 5,910 residents[1]. This growth in accordance with the Project is expected to create the typical range of fire and emergency service calls, and would increase call volumes, which impacts response times for emergency and non-emergency services.

The City General Plan considers the proposed Project as planned growth within the City. The General Plan Final EIR stated that future development under the General Plan would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. It further stated that all new developments would be required to pay Development Impact Fees (DIF) to the City, concluding that there would be no significant impacts related to fire protection from implementation of the General Plan. Finally, the General Plan identifies the need for expanding public service by establishing Program CSSF 2.2, which would ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.

Further, the Project would be required to comply with all applicable fire code and ordinances for construction, access, water mains, fire flows, and fire hydrants. For example, site plans would be submitted to RCFD to ensure compliance with RCFD standard conditions, including fire flow requirement based upon the tenant type, building size, and building type. Access to and around structures would meet RCFS and CFC requirements. Compliance with RCFD requirements would ensure adequate provision of resources.

[1] Assuming an average household size of 3.75 from the City's General Plan

The Project would be required to comply with the provisions of Jurupa Valley Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee to assist the City in providing fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. Furthermore, the Project Applicant would pay an annual public safety benefit contribution through the Development Agreement, which would be used, in part, for fire protection services.

Because the Project does not include construction of new fire protection facilities, does not generate a need for additional facilities, does not substantially affect Fire-Rescue response times (i.e., increases the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department, with implementation of PPP 4.14-1 and PPP 4.14-2, impacts related to fire protection are less than significant.

Police Protection

Buildout of the Project would increase demands for police protection services in the City. During the construction and operation of the Project, the need for police services is expected to grow due to the increase in population and associated potential for additional crime and accidents. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. After construction, the Project is anticipated to generate a typical range of police service calls as similar developments, such as vehicle burglaries, residential thefts, disturbances, and driving under the influence.

The increase in demands on police services resulting from the implementation of the Project would not adversely impact RCSD's existing resources. The Project site is located in a developed area of the City that is routinely patrolled by the Sheriff's Department. There are currently no staffing or equipment deficiencies in the service area. The increase in police services needed would not require the construction of a new police station or improvements to the existing station that serves the Project site. Implementation of the Project would result in an increase in calls for service; however, this increase would not adversely impact RCSD's existing resources.

Moreover, the Project would be required to comply with the provisions of Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee to assist the City in providing public services, including police protection services. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Furthermore, the Project Applicant would pay an annual public safety benefit contribution through the Development Agreement, which would be used, in part, for police protection services.

Consistent with General Plan Policy CSSF 2.1-2, the Project plans would also be routed to the Sheriff's Department for review and comment to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs.

Because the Project can be served by existing Sheriff Department resources, does not include construction of new police facilities and does not generate a need for new or altered sheriff facilities, with implementation of PPP 4.14-2, increases in demands for police protection resulting from implementation of the Project would not have significant impacts on RCSD services.

Schools

As discussed above, Project buildout would allow for up to 1,576 dwelling units, which would result in a population increase of 5,910 residents. The population would lead to an increase in student population, which in turn would create additional demand for JUSD services and facilities. Schools serving the Project site include Del Sol Academy and Jurupa Valley High School. Table 4.14-2, *Project Student Populations*, provides an estimate of the number of K-12 grade level students by school type that would be generated by the Project. The estimate use student generation rate is specific to JUSD and are based on general citywide single- and multifamily housing developments. Student generation rates are used by school districts to estimate the number of students generated by new development in order to determine whether or not existing school facilities would be adequate for future students.

Table 4.14-2 also calculates the addition of net new students that could be generated at Project buildout to the current enrollment in order to determine if there would be adequate capacity at schools serving the Plan Area.

Table 4.14-2 Project Student Populations

Grade Level	Student Generation Rates		Project	Project Generated Students	Current Enrollment (2022-2023)	Current Enrollment + Project	Total Capacity	Remaining Capacity
	SFR	MFR						
Elementary School	0.45	0.3040	972 SFR 604 MFR	621	9,707	10,328	11,031	703
Middle School	0.1288	0.0925		181	2,766	2,947	3,037	90
High School	0.2599	0.1620		350	5,897	6,247	6,982	735
Total	0.8387	0.5585	**1,576**	**1,155**	**18,370**	**19,523**	**21,050**	**1,527**

Source: (Cooperative Strategies, 2020; CDE, 2023)

This approach is conservative because student enrollment fluctuates over time. As shown in Table 4.14-2, the Project would generate approximately 1,155 students at buildout, consisting of 621 elementary school students, 181 middle school students, and 350 high school students. There is adequate capacity in all school levels to serve the Project site students. The Project in combination with current enrollment would leave a remaining capacity of 1,527 total students, including 703 elementary students, 90 middle school students, and 735 high school students. Additionally, the

Specific Plan includes a School Site Overlay on 9 acres in the northeast portion of the site, which would allow for development of a school site, if needed.

Moreover, the Although the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Based on the above analysis, with implementation of PPP 4.14-3, impacts related to schools are less than significant.

Parks

As discussed in Section 4.15, *Recreation*, the additional dwelling units would result in an increase in the number of residents in the City, which could lead to an increase in demand for existing City parks and recreational facilities. Under the City's standard of 3 acres of parkland per 1,000 residents, the proposed 20.97 acres of open space provides more than adequate park and recreational facilities in the Project site to accommodate the future residences such that implementation of the Specific Plan would not cause the deterioration of existing facilities. The Open Space and Recreation Plan establishes a community-wide system of open space land and amenity areas, which includes an eight-foot-wide community trail, Vernola Ranch Recreation Center Campus, and Vernola Ranch Neighborhood Park. Additionally, future residents of the Specific Plan Area would have access to (within walking distance) six public park and recreational facilities under Section 4.14.1D, which comprise just over 31 acres of usable parkland and open space. Furthermore, as shown in Table 4.15-1, *Existing Parks and Recreation Facilities Inventory*, there are additional parks, recreational facilities, community centers, throughout the City that would serve future project residents. Therefore, with implementation of PPP 4.14-4, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities or the need for new or physically altered parks or recreational facilities. Refer to Section 4.15, *Recreation*, for further discussion.

Other Services

Project buildout would increase population onsite by an estimated 5,910 residents, thus increasing demand for library services. Increased demands are expected to most affect the library facilities closest to the Project site - that is the Glen Avon Library, approximately 3.54 mile to the northwest of the Project site. Project impacts on the RCLS would include needs for increased staffing, increased collection budget, and increased operating hours. Although future Project residents would be mainly served by the Glen Avon Library, they would have access to all libraries within RCLS's system. Additionally, demand on library services would be incremental and would not require the need for new or expanded physical library facilities, the construction of which could cause a substantial adverse impact. The Project would also be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public services and/or equipment. Therefore, with implementation of PPP 4.14-2 above, the Project would

not result in creating deficiencies to other public facilities the area that are not off-set by the payment of development impact fees and impacts to library services would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

Less than significant.

4.14.6 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within the City, listed in Table 4.0-2, *Cumulative Development Land Use Summary*.

A. Fire Protection Services

Residential and employment population increases and associated increases in the demand for public services have been taken into account in long-range planning efforts on behalf of the City and the agencies providing public services to the area.

As would the Project, related projects within the City would also be required pay development impact fees to assist in providing for fire protection facilities, including fire stations. Increased property and sales tax from future new developments would provide additional funding for any capital improvements necessary to maintain adequate fire protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion of facility improvements, RCFD would be able to ensure that its performance objectives are consistently met. In addition, compliance with the existing regulations would maintain adequate access within the Project site, which further ensures an adequate level of service for fire protection and emergency services to residents, workers, and visitors in the Project site. Furthermore, individual development projects pursuant to the City' General Plan would be reviewed by the City and RCFD and would be required to comply with all applicable building code and other code requirements in effect at the time building permits are issued. Therefore, the Project's increased demand for fire protection services, in conjunction with the increased demand for cumulative development pursuant to the City's General Plan, would not result in significant cumulative impacts.

B. Police Protection Services

Local population growth would result in an increased demand for public services and facilities, including law enforcement. Service providers would continue to evaluate levels of service and potential

funding sources to meet demand. The County performs long-range planning for the provisions of public services and facilities based on its growth projections, which are revised over time and includes areas within the City. Through assessments of the County's capital improvement needs and annual budget review process, sheriff department needs are assessed, and budget allocations are revised accordingly to ensure that adequate levels of sheriff services, including police protection facilities, equipment, and/or personnel, are maintained throughout the City.

As would the Project, related projects within the City would also be required to pay DIF fees to assist in providing police protection facilities, including police stations. Increased property and sales tax from future new developments would provide funding for any capital improvements necessary to maintain adequate police protection facilities, equipment, and/or personnel. By maintaining a consistent level of service through expansion or facility improvements, RCSD would be able to ensure that its performance objectives are consistently met. Furthermore, individual development projects would be reviewed by the City through its development review process and would be required to comply with the requirements in effect at the time building permits are issued.

Therefore, the demand for police services would not be adversely affected by the Project in conjunction with cumulative development pursuant to the City's General Plan. No significant cumulative impacts related to police services are anticipated.

C. School Services

Cumulative development in the JUSD service area, including the related projects, may generate a substantial increase in student population in JUSD schools. Assuming JUSD's enrollment increases, administrators would seek short-term and long-term remedies to accommodate those added students. In recognition of these conditions, the State Legislature provided authority for school districts to assess impact fees for both residential and nonresidential development projects. Those fees, as authorized under Education Code Section 17620(a) and Government Code Section 65995(b), are collected by municipalities at the time building permits are issued and conveyed to the affected school district in accordance with a defined fee structure, and the payment of these fees constitutes full mitigation for the impacts generated by new development, per Government Code Section 65995.

The payment of school impact fees constitutes complete mitigation under CEQA for project-related impacts on school services and on school capacity. Additionally, since the Project and cumulative development must pay appropriate impact fees, no cumulative impact would occur as a result of the implementation of the Project in conjunction with other area-wide development activities. Cumulative project impacts would be less than significant.

D. Parks

As discussed in Section 4.15, *Recreation*, cumulative development will increase the demand in parks and recreational facilities. However, all new residential development is required either dedicate parkland, pay park facilities impact fees, or both dedicate land and pay fees, to offset the cost to expand

or construct new park and recreational space and facilities to adequately serve the City's growing population. Therefore, cumulative project impacts would be less than significant.

E. Other Public Facilities

Cumulative population growth within the service area as a result of the related projects will likely increase the demand for library services. Similar to the Project, future residents of development projects within the City of Jurupa Valley may visit the Glen Avon Library. However, future residents would have access to all 35 RCLS branch libraries, online resources, and interlibrary loans. Therefore, library capacity would not be significantly impacted and cumulative project impacts would be less than significant.

4.15 RECREATION

This section provides an overview of the existing parks and recreational facilities that exist within the Project vicinity and that could potentially be indirectly physically affected by implementation of the Project. The analysis herein is based on City of Jurupa Valley ("City") General Plan Community Safety, Services, and Facilities Element and the City of Jurupa Valley Municipal Code. Additional references used for this section are listed in Section 7.0, *References*.

4.15.1 EXISTING CONDITIONS

The following information is summarized from the City's General Plan Community Safety, Services, and Facilities Element. Parks and recreation facilities within the City are provided primarily by the Jurupa Area Recreation and Park District (JARPD) and the Riverside County Regional Park and Open-Space District.

A. Riverside County Regional Park and Open-Space District

The Riverside County Regional Park and Open Space District operates the following parks and recreational facilities within the City:

- **The Cove Waterpark.** Located at 4310 Camino Real, The Cove is operated by a private concession under the auspices of the County of Riverside Park and Open-Space District. It was developed in partnership with the Economic Development Agency and the Jurupa Unified School District. Also called the Jurupa Aquatic Center, the facility consists of 7.5 acres with a waterpark and a competition sports pool. The Caribbean-themed waterpark consists of children's activity pool and splash playground, river rafting, a water slide, a wave machine for surfing, a multi-purpose room, restrooms and lockers, a picnic area, and concessions.

- **Rancho Jurupa Park and Campground.** Located at 4800 Crestmore Road, Rancho Jurupa Park and Campground is a 200-acre regional park and serves as a popular destination for local campers and anglers as well as out-of-town visitors. The Park offers 140 camping sites, 5 cabins, and two 3-acre lakes. Rancho Jurupa Park offers many amenities, including a "splash pad" for water play, rock climbing, picnic areas, children's playgrounds, miniature golf and a disc golf course, and fishing.

- **Rancho Jurupa Regional Sports Park.** Located at 5249 Crestmore Road, the Rancho Jurupa Regional Sports Park provides 32 acres of well-maintained, natural, and synthetic turf fields. It comprises four large marked and lighted synthetic turf fields, two large natural turf fields, plus nine smaller natural turf fields, with a plaza with picnic shelters, restrooms, a snack bar, and two playgrounds. The Park provides individual, team, and group play facilities year around. (City of Jurupa Valley, 2017a, pp. 8-36 to 8-37)

- **Mary Tyo Trailhead Equestrian Staging Area**. Located in the southeast corner of Ridgeview and Limonite Avenues near the Santa Ana River, the Mary Tyo Trailhead Equestrian Staging Area includes a staging area, trailhead, parking lot, and picnic area. It is owned and operated by Riverside County Regional Park and Open Space District.

B. Jurupa Area Recreation and Park District

JARPD offers a diverse range of parks, playgrounds, greenbelts, trails, and recreation facilities. JARPD also manages youth sports, classes, special events, childcare, after-school programs, summer programs, community classes, community involvement programs, and reservations for ball fields, picnics, and facilities. As shown in Table 4.15-1, *Existing Parks and Recreation Facilities Inventory*, JARPD owns and maintains over approximately 258.12 acres of developed park space and 157.67 acres of undeveloped parks and open space within Jurupa Valley. Additionally, Downey Park is a 26-acre City owned park that is located adjacent to and northerly of the Santa Ana River with the entrance at the southeast corner of 64th and Downey Street. Figure 4.15-1, *Existing Parks and Recreational Facilities*, depicts the existing parks and recreational facilities within the City.

Table 4.15-1 Existing Parks and Recreation Facilities Inventory

Name	Address	Acreage	Amenities
Abagail Park	7775 Abagail Street	0.14	Playground
Avalon Park	2510 Avalon Street	10.00	Playground, grassy area, picnic tables, ballfields, outdoor basketball, sand volleyball, gymnasium, and restrooms
Cambria Park	5471 Harmony Drive	0.54	Playground, grassy area, picnic tables, and picnic shelter
Cantera Park	7102 Almandine Way	55	Playground, grassy area, picnic tables, restrooms, walking trail
Centennial Park	7330 Jurupa Road	23.73	Grassy Area
Clay Park	8029 Havenview Drive	6.45	Playground, grassy area, picnic tables, outdoor basketball, sand volleyball, restrooms, and picnic shelter
Delaware Greenbelt	6986 Delaware River Drive	0.25	Grassy area and picnic tables
Esplanade Park	11353 Bellegrave Avenue	5.0	Playground, grassy area, picnic tables, ballfields, outdoor basketball, basketball gymnasium, restrooms, and picnic shelter
Felspar Arena	Felspar and 58th Street	1.50	Equestrian arena
Glen Avon Heritage Park	7701 Mission Blvd.	11.63	Playground, grassy area, picnic tables, outdoor basketball, restrooms, splash ground, and picnic shelter
Harmony Park	5641 Treasure Drive	0.59	Playground, grassy area, picnic tables, outdoor basketball, and picnic shelter
Harvest Village Park	6047 Peregrine Drive	0.5	Playground, grassy area, picnic tables, and picnic shelter

Name	Address	Acreage	Amenities
Horseshoe Lake Park	8788 Lakeview Ave	13.73	Playground, grassy area, picnic tables, outdoor basketball, equestrian arena, picnic shelter, walking trail, and outside exercise equipment
Knowles Field	5001 Poinsetta Place	6.41	Ballfields and restrooms
Laramore Park and Arena	11380 Little Dipper Street	5.18	Playground, grassy area, picnic tables, equestrian arena, and restrooms
Limonite Meadows Park	6596 Pat's Ranch Road	3.49	Playground, grassy area, and picnic tables
Moon River Park	6859 Moonriver Street	0.35	Playground, grassy area, and picnic tables
Mountain Vista Park	5480 Starling Drive	0.5	Grassy area, outdoor basketball, walking trail, and outside exercise equipment
Pleasant Valley Park	11855 Plover Way	0.75	Playground, grassy area, picnic tables, outdoor basketball, and walking trail
Quarry Park	3146 Quarry Road	0.45	Playground, grassy area, picnic tables, and walking trail
Rancho Jurupa Regional Sports Park	5249 Crestmore Road	36	Playground, grassy area, picnic tables, ball fields, restrooms, picnic shelters
Rancho Mira Loma Park	3206 Wysocki Lane	6.41	Playground, grassy area, picnic tables, outdoor basketball, restrooms, and picnic shelter
Rick Thompson Arena and Agate Park-Harvey Field	8629 Jurupa Road and 8623 Jurupa Road	13.18	Equestrian Arena, restrooms, playground, grassy area, picnic tables, ball fields, and picnic shelters
Riverbend Park	11711 Confluence Drive	11	Playground, grassy area, picnic tables, outdoor basketball, restrooms, picnic shelter, walking trail, outside exercise equipment
Serrano Ranch Park	4832 Hot Creek Road	5	Playground, grassy area, picnic tables, ballfields, outdoor basketball, restrooms, and picnic shelter
Shaylor Park	7844 Jude Street	1.09	Playground, grassy area, picnic tables, outdoor basketball, and picnic shelter
Sky Park	5355 Mission Rock Way	0.5	Playground, grassy area, picnic tables, outdoor basketball, and walking trail
Turnleaf Community Park	11817 Bellegrave Avenue	2.64	Playground, grassy area, picnic tables, outdoor basketball, and walking trail
Vernola Family Park	5211 Wineville	20.98	Playground, grassy area, picnic tables, ballfields, outdoor basketball, restrooms, and picnic shelter
Veterans Memorial Park	4389 Riverview Drive	10.24	Playground, grassy area, picnic tables, ballfields, outdoor basketball, community center, pool, picnic shelter, and restrooms

Name	Address	Acreage	Amenities
Wineville Park	34 Trail Canyon - 5551 Trail Canyon Drive	4.89	Playground, grassy area, picnic tables, and picnic shelter
	Subtotal	**258.12**	
Undeveloped Parks and Open Space			
Jurupa Mountains Park	1.4 miles N of N/W corner of Patriot HS (approximately)	20.00	
Jurupa Mountains Park #2	East of Stringfellow north of parcel 174- 030-001 - Standard Dredge	137.67	
	Subtotal	**157.67**	

Source: (City of Jurupa Valley, 2017b , Table 4.15.A; JARPD, 2023)

2. *Public Parks Serving the Project Site*

The nearest existing regional and City-owned parks to the Project site are listed below.

- **Vernola Family Park:** Vernola Family Park, located directly to the east of the Project site, includes a playground, grassy area, picnic tables, ballfields, outdoor basketball, restrooms, and a picnic shelter within its approximately 20.98-acre site.

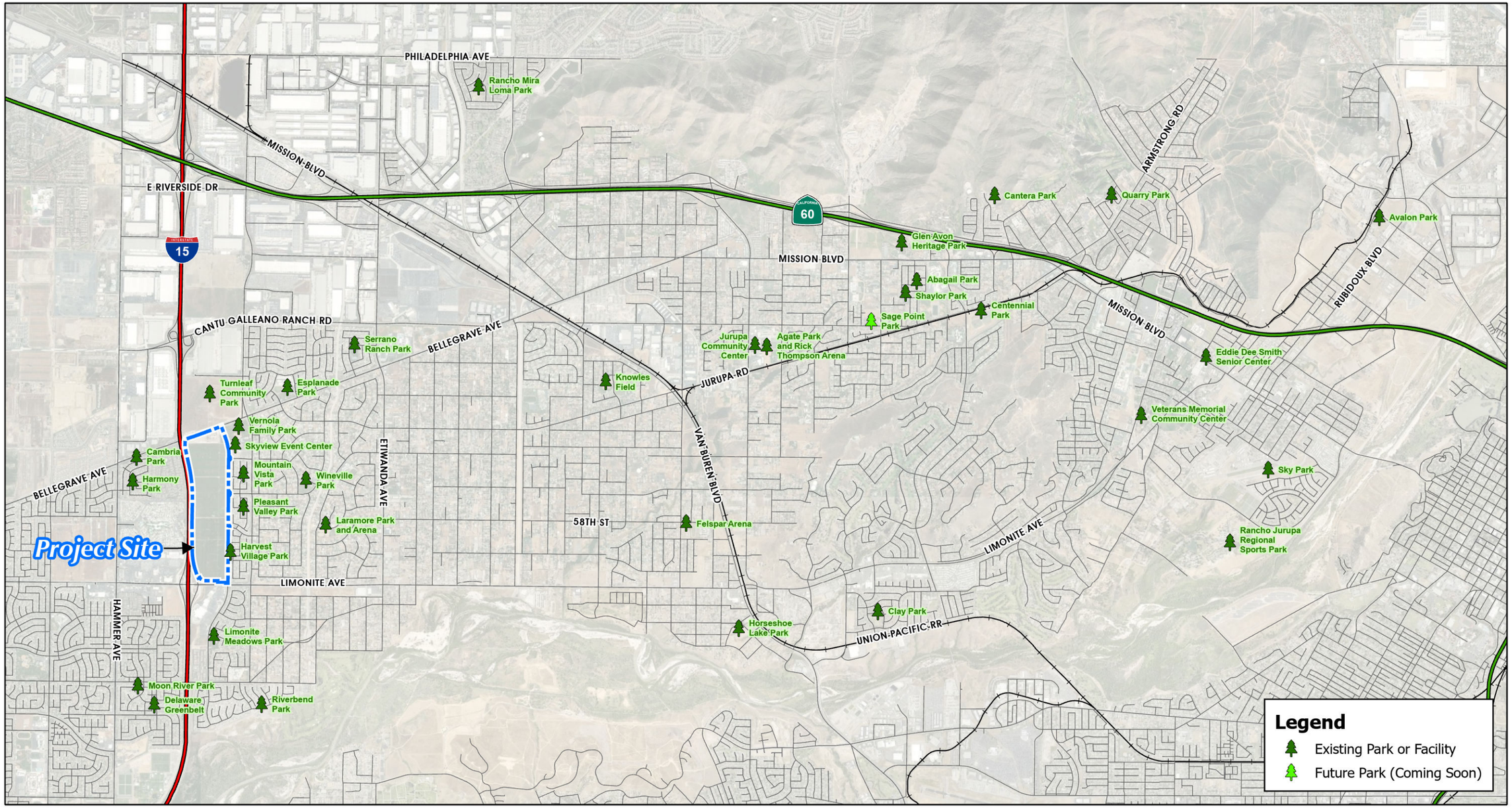
- **Mountain Vista Park**: Mountain Vista Park, located approximately 0.09 mile to the east of the Project site, includes a grassy area, outdoor basketball, walking trail, and outside exercise equipment within its approximately 0.5-acre site.

- **Pleasant Valley Park**: Pleasant Valley Park, located approximately 0.09 mile to the east of the Project site, includes a playground, grassy area, picnic tables, outdoor basketball, and walking trail within its approximately 0.75-acre site.

- **Harvest Village Park**: Harvest Village Park, located approximately 0.01 mile to the east of the Project site, includes a playground, grassy area, picnic tables, and picnic shelter within its approximately 0.5-acre site.

- **Limonite Meadows Park:** Limonite Meadows Park, located approximately 0.62 mile south of the Project site, includes a playground, grassy area, and picnic tables, within its approximately 3.49-acre site.

- **Esplande Park**: Esplande Park, located approximately 0.5 mile northeast of the Project site, includes a playground, grassy area, picnic tables, ballfields, outdoor basketball, basketball gymnasium, restrooms, and picnic shelter within its approximately 5-acre site.



Source(s): Esri, RCIT (2023)

Figure 4.15-1

0 1,000 2,000 4,000 Feet

Existing Parks and Recreational Facilities

C. Trails

The City of Jurupa Valley and Jurupa Area Recreation and Park District also contains many trail and bikeway systems that travel through urban, rural, and natural areas. The equestrian trails contribute to the long standing equine culture of the City. The trails in the City are Community and Regional Trails which are designed for all types of nonmotorized use, including equestrian. The community trail runs adjacent to the east and northeast boundary of the City and the regional trail runs parallel, south of the City through the regional parks area. The main purpose of community trails is to link areas of the community to the regional trails system and to link areas of the community to each other. The regional trails are the main trails throughout the County of Riverside and are meant to serve as the link to areas that are distant from each other. regional trails are also designed to connect with state, federal, and other trail systems outside the City's jurisdiction. (City of Jurupa Valley, 2017b, p. 4.15-1)

D. Parkland Standard

Pursuant to Section 7.25.020.C of the City's Municipal Code, the City is required to provide 3 acres of parkland for every 1,000 residents.

4.15.2 NOP/Scoping Comments

A Notice of Preparation (NOP) for the Project was released for public review on December 14, 2022, and an EIR Scoping meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to recreation. Additionally, no comments related to recreation were received during the public scoping period.

4.15.3 Regulatory Framework

The following is a brief description of the state and local environmental laws and related regulations related to recreation.

A. State Regulations

1. Mitigation Fee Act

The California Mitigation Fee Act, Government Code sections 66000, et seq., allows cities to establish fees that are imposed on development projects for the purpose of mitigating the impact that the projects have on the city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act a city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) For fees that have been in the possession of the city for five years or more and for which the dollars have not been spent or committed to a project the city must make findings each fiscal year describing the continuing need for the money; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

2. *California Public Park Preservation Act*

The primary instrument for protecting and preserving parkland in the state is California's Public Park Preservation Act of 1971. Under Public Resources Code Sections 5400 - 5409, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

3. *Quimby Act, California Government Code § 66477*

As part of approval of a final tract or parcel map, the Quimby Act allows a city to require dedication of land, the payment of in-lieu fees, or a combination of both to be used for the acquisition and development of land for parks and recreational purposes. Cities can require land or in-lieu fees for a minimum of three acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than three acres per 1,000 residents. Assembly Bill (AB) 1191, which was approved by the Governor of California on September 8, 2015, amended the definition of park and recreation purposes to include land and facilities for the activity of "recreational community gardening," which activity consists of the cultivation by persons other than, or in addition to, the owner of the land, of plant material not for sale.

B. ***Local Regulations***

1. *City of Jurupa Valley General Plan*

The General Plan identifies goals related to recreation in its Community Safety, Services, and Facilities Element. The Project-applicable goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-1, *General Plan Consistency Analysis*, in EIR Section 4.11, *Land Use and Planning*.

2. *City of Jurupa Valley Municipal Code*

The City of Jurupa Valley Municipal Code identifies policies related to dedication of parkland as provided by the Quimby Act. The specific Municipal Code policy is as follows:

> **Section 7.25.020 Park and recreation fees and dedications.** This section is adopted pursuant to Government Code Section 66477 which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map.
>
> **Chapter 3.75, Development Impact Fee**. This chapter establishes and sets forth policies, regulations, and fees relating to the funding and installation of the public facilities and equipment necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this chapter.

4.15.4 Basis for Determining Significance

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

a) *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;*

Under the City's local significance threshold, the project would have significant effects if: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Screening Criteria: If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Under the City's local significance threshold, the project would have significant effects if: A project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

4.15.5 IMPACT ANALYSIS

Threshold a:	***Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***
	Under the City's local significance threshold, the project would have significant effects if: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.14-4 from Section 4.14, *Public Services*, is applicable to the Project and repeated here:

PPP 4.14-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of recreation.

B. Impact Analysis

The Project would result in the development of 1,576 dwelling units, recreation areas, a network of trails & parks, internal street network, open space, landscaping, and street improvements and includes an overlay for a potential school site located at the northeast portion of the site. The additional dwelling units would result in an increase in the number of residents in the City, which could lead to an increase in demand for existing City parks and recreational facilities.

Pursuant to Section 7.25.020(H)(2) of the City's Municipal Code, population for the purposes of parks and recreation would be 3,923. Based on the requirements of 3 acres of parkland per 1,000 residents, the Project buildout would require a total of 11.8 acres of parkland.

As shown in Figure 3-10, *Conceptual Open Space and Recreation Plan*, Planning Areas 18 and 19 are designated as Open Space – Recreation and is planned with recreational amenities for a total of 10.23 acres. The Open Space and Recreation Plan establishes a community-wide system of open space land

and amenity areas important to the Project's goal of providing a high-quality living environment for future residents. An eight-foot-wide community trail also runs through the Neighborhood Park and connects to greenbelts and other recreational amenities throughout the Project site. The Vernola Ranch Neighborhood Park, runs along the western boundary of the Project site within Planning Area 19, has activity areas that may include bocce ball courts, exercise nodes, play equipment, dog parks, BBQ's, picnic areas, shade structures, and open play areas. The Vernola Ranch Recreation Center Campus, located within Planning Area 18 would provide both outdoor and indoor gathering opportunities, including multi-purpose community center, kitchen facilities, movies, pools and spas, splash pad, lounge areas, cabana and shade structures, community garden, BBQ and picnic tables, exercise areas, and trails and walkways. Additionally, a total of 2.15 acres of open space would be provided within Planning Area 20. The Project would also include 2 acres of internal pocket parks, 5.52 acres of Pats Ranch Road Trail and bike path, and 1.07 acres of internal community trails. In total, 20.97 acres of parks and open space would be provided under the Project. Therefore, there is sufficient parkland to meet the City's requirements of 3 acres of parkland per 1,000 residents.

Moreover, future residents of the Plan Area would have access to (within walking distance) the following public park and recreational facilities, which comprise just over 31 acres of usable parkland and open space.

As stated in PPP 4.14-4, the Project is also required to pay development impact fees, which would further reduce any indirect Project impacts related to recreational facilities. Based on the preceding, with implementation of PPP 4.14-4, impacts to existing parks and recreational facilities would be less than significant with implementation of the Project.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

Less than significant.

Threshold b:	***Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***
	Screening Criteria: If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have a less than significant impact absent substantial evidence to the contrary.
	Under the City's local significance threshold, the project would have significant effects if: A project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

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

1. Plans, Policies, and Programs (PPPs)

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

No PPPs are applicable to the Project related to this issue.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of recreation.

B. Impact Analysis

As noted above, the Project would provide 20.97 acres of common open space and recreational amenities. The construction of these recreational facilities would occur within the boundaries of the Project site and would be inherent to the Project's construction phase, which are considered and analyzed throughout this EIR. Additionally, future open space and recreational facility development in the Project site would be required to adhere to the development standards and design guidelines of the Project. Per the analysis provided above under Threshold a, implementation of the Specific Plan would not require the construction of new or expansion of existing City parks and recreational facilities due to use of these parks and facilities by future project residents. Therefore, implementation of the Project would not result in significant impacts relating to new and/or expanded park and recreational facilities.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance of Impacts After Mitigation

Less than significant.

4.15.6 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development within the City.

To determine the cumulative public park and recreational impacts, citywide growth forecasts are considered. As shown in Table 4.13.6, *Cumulative Projects Population, Housing, and Employment Growth Trends in Jurupa Valley*, the City's current population in 2022 is 105,384 and the City's General Plan projects a population of 152,587 by 2035. The increase in population would create a cumulative need for a net increase of public park and recreational space. Although recreational needs of future residents of the Project site would add to citywide and regional demand for park and recreational facilities, this growth is presumed to be included in projections identified in the City's General Plan (Refer to Section 4.13, *Population and Housing*, of this EIR).

Cumulative development projects would be required to comply with all applicable existing regulations, procedures, and policies that are intended to address impacts to park and recreation facilities. For example, per the City's park dedication requirements under Section 7.25.020, Park and recreation fees and dedications, of the City of Jurupa Valley Municipal Code, all new residential development is required either dedicate parkland or pay park facilities impact fees to offset the cost to expand or construct new park and recreational space and facilities to adequately serve the City's growing population. Additionally, per Chapter 3.75, Development Impact Fee, all new development would be required to pay development impact fees to provide funding for the installation of the public facilities and equipment. Therefore, cumulative impacts related to park and recreational space and facilities would be less than significant.

4.16 TRANSPORTATION

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). (1) Based on OPR's Technical Advisory, the Western Riverside Council of Governments (WRCOG) prepared the Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (February 2020) (WRCOG Guidelines) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. Included in this work effort, the WRCOG Guidelines provides a template of specific procedures for complying with the new CEQA requirements for VMT analysis.

The following analysis is based on a Traffic Impact Analysis (TIA) prepared by Albert A. Webb Associates titled Traffic Study, dated March 16, 2023 (Webb, 2023b) (*Technical Appendix M* to this EIR) and the Vehicle Miles Traveled (VMT) Analysis prepared on June 28, 2023 by Translutions, Inc. (Translutions) (Translutions, 2023) (*Technical Appendix N* to this EIR). As directed by the City of Jurupa Valley, the VMT and Traffic Study was prepared in accordance with the City of Jurupa Valley's Traffic Impact Analysis Preparation Guidelines. The information and the conclusions contained in the Traffic Study that are not related to VMT are not included in the EIR. Traffic related impacts are evaluated separately in the City staff report for the Project.

4.16.1 EXISTING CONDITIONS

The WRCOG consists of 18 incorporated cities and unincorporated County areas, covering an area of approximately 2,100 square miles. The sub-region's population is over 1.7 million people and is projected to grow to approximately 2.4 million residents by the year 2035 (WRCOG, 2018). The City of Jurupa Valley, including the Project site, is located within the northwestern portion of the WRCOG region. Within the WRCOG region, the Project site is located within the transportation analysis zone (TAZ) 868. The Project area is generally characterized by residential, commercial, recreational vacant, and open space land uses. North of the Project site is vacant land; east of the Project are recreational and residential land uses; south of the Project are commercial land uses; and west of the Project site are residential land uses.

1. Transit Service

The Riverside Transit Agency (RTA) serves the City of Jurupa Valley. Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Route 29 currently operates on Limonite Avenue and would likely serve the Project site. The closest bus stop is the Project site is for Route 29 located on the intersection of Limonite Avenue and Pats Ranch Road, approximately 0.06 miles southeast of the Project site. RTA Route 3 also runs along Limonite Avenue and Pats Ranch Road, with the closest bus stop located approximately 0.19 miles southeast of the Project site.

2. Bicycle & Pedestrian Facilities

Under existing conditions, there are existing bike lanes along Limonite Avenue and Wineville Avenue. The City of Jurupa Valley General Plan currently does not include an existing and future trails and bikeway system. However, while the City's master plan on pedestrian, bicycle, and trails facilities is not provided within the City's General Plan, it is provided within other documents, such as the City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians. Figure 4.16-1, *City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians*, shows the City of Jurupa Valley Bicycle and Pedestrian Plan. According to Figure 4.16-1, there are two proposed Class II bike lanes along Bellegrave Ave and Pats Ranch Rd.

4.16.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to transportation. Additionally, no comments related to transportation were received during the public scoping period.

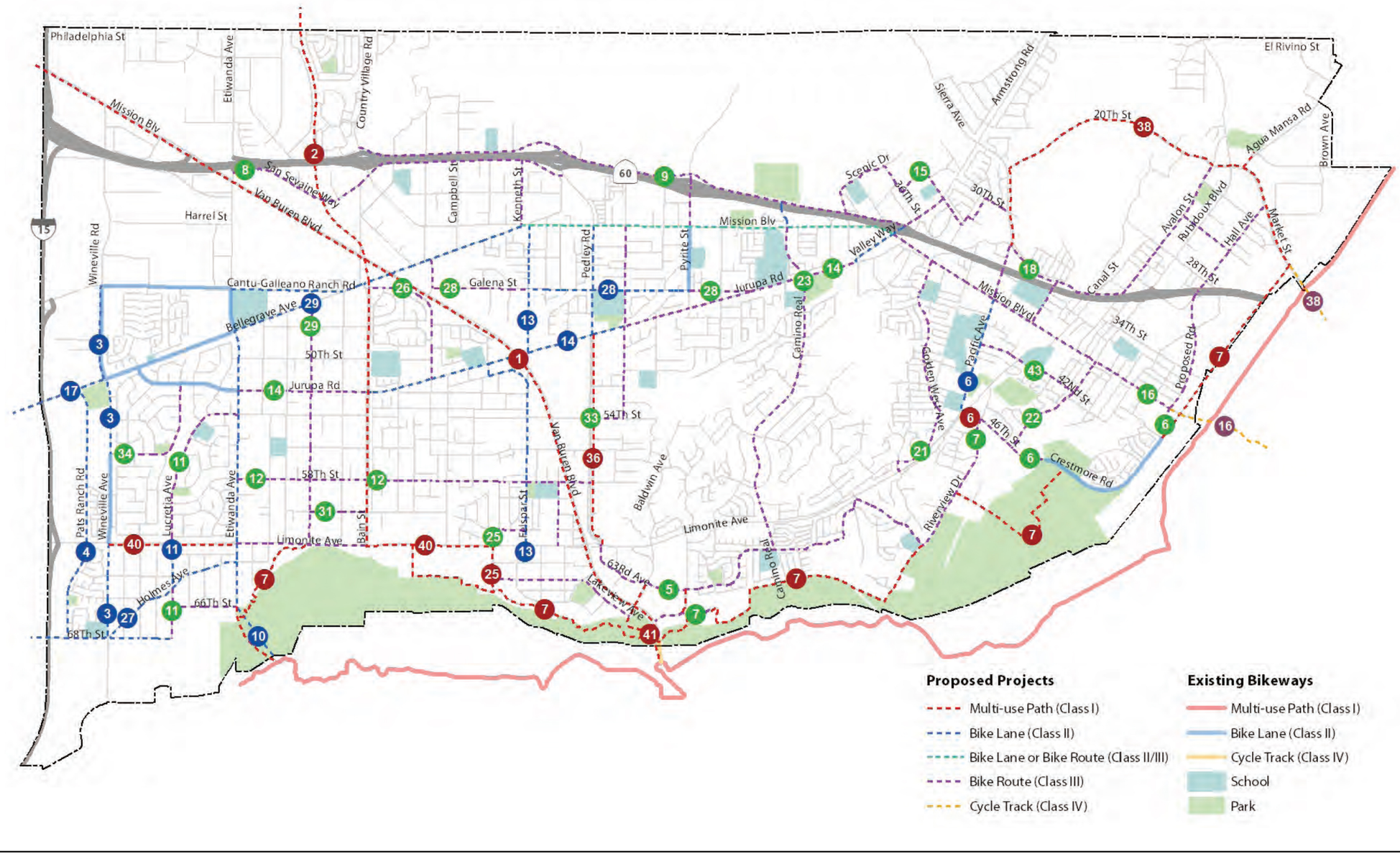
4.16.3 REGULATORY FRAMEWORK

There are no federal regulations that are applicable to the topic of transportation in the City of Jurupa Valley. The following is a brief description of the State, regional, and local environmental laws and related regulations associated with transportation.

A. State Policies

1. Senate Bill 743 and VMT-Based Analyses

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. As one appellate court explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy…" (Covina Residents for Responsible Development v. City of Covina (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Id., subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria the California Natural Resources Agency (Agency) has certified and adopted changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3))



Source(s): City of Jurupa Valley (June 2018)

Figure 4.16-1

Not to Scale

B. Regional Policies

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority.

SCAG's Regional Council adopted the 2020-2045 RTP/SCS (referred to as "Connect SoCal") and its associated Program EIR on September 3, 2020 for federal transportation conformity purposes only. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

C. Local Policies

1. City of Jurupa Valley General Plan Mobility Element

The General Plan Mobility Element identifies the circulation facilities located in the vicinity of the Project site; discusses planned circulation system improvements in the vicinity of the Project site; and issues standards for the design and construction of new roadways within the City. To help meet projected future traffic and pedestrian demands and achieve balanced growth, the City has adopted specific transportation-related goals and policies that serve as the basis for the Mobility Element. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project and are listed in Table 4.11-1, *General Plan Consistency Analysis,* of Section 4.11, *Land Use and Planning*, of this Draft EIR.

2. City of Jurupa Valley Traffic Impact Analysis Guidelines

The City of Jurupa Valley Traffic Impact Analysis Guidelines provide general instructions for analyzing the potential transportation impacts of proposed development projects. The guidelines present the recommended format and methodology that should generally be utilized in the preparation of TIAs. The recommendations are based on the City's General Plan Standards with updates to comply with SB 743.

3. City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians

The City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians was developed to provide Jurupa Valley with planning guidance for bicycling and walking improvements throughout the City. Numerous environmental, health, and economic benefits are attributable to bicycling and walking, especially as substitutes for travel by motor vehicle. The City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians provides guidance for the development of active transformation infrastructure, programs, and policies for Jurupa Valley (City of Jurupa Valley, 2018).

4. City of Jurupa Valley Municipal Code

Municipal Code Chapter 12.40 establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. The intent is to meet the requirements of the Riverside County Congestion Management Program and the South Coast Air Quality Management Plan as well as to promote consideration of transportation demand management objectives early in the development review process. New development is encouraged to incorporate transportation demand management measures into project design and operations. By accomplishing this goal on a voluntary basis, regulatory measures may not need to be developed thereby minimizing or eliminating associated costs.

Municipal Code Section 12.40.050 identifies potential transportation demand management measures which may be considered for inclusion in a project's Transportation Demand Management Plan, which includes measures such as:

- Preferential parking spaces for carpool vehicles;
- Bicycle parking spaces;
- Lockers and shower facilities;
- Rideshare vehicle loading areas;
- Vanpool vehicle accessibility and loading areas;
- Bus stop improvements;
- Local road improvements;
- Pedestrian and bikeway circulation system connections and off-site extensions which encourage pedestrian and bike usage;
- Transit ridership incentives;
- Others as may be approved by the Public Works Director.

This list is not inclusive of every measure which may be included in the Transportation Demand Management Plan and any appropriate facility design, strategy or program which reduces the number of trips generated may be considered.

4.16.4 METHODOLOGY

A. Consistency with Adopted Plans and Policies

The City of Jurupa Valley aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City focuses on mobility corridors, which encompasses single or multiple transportation routes and facilities (such as thoroughfares, sidewalks, trails, parkways, public transit, and railroads), rather than focusing primarily on streets and roadways. The City's adopted transportation-related plans and policies affirm that streets ought to be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled.

B. VMT: Evaluation Criteria and Methodology

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines were removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. The City of Jurupa Valley has prepared and adopted the City of Jurupa Valley Traffic Impact Analysis Guidelines (Guidelines) in November 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology, screening tools, and VMT thresholds.

The Riverside County Transportation Analysis Model (RIVCOM) has been used to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA guidelines. RIVCOM includes rates for household sizes based on area and does not allow changing the household characteristics. The base and future year (cumulative) "plus project" conditions VMT was derived from full model runs performed to isolate the VMT for the Project. The Project generated VMT was extracted from the RIVCOM using the production-attraction (P/A) trip matrix to isolate the VMT for residential and employment land use types (i.e. Homebased VMT/Capita and Homebased Work VMT/Employee). (Translutions, 2023)

4.16.5 Basis for Determining Significance

CEQA Guidelines Appendix G, *Environmental Checklist*, and the *City of Jurupa Valley CEQA Environmental Review Guidelines and Thresholds of Significance*, August 20, 2020, sets forth the following significance thresholds and criteria for transportation impacts. The Project would have a significant impact related to transportation if it would:

a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;*

   Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network, pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact.

b. *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)[Vehicle Miles Travelled];*

   Screening Criteria: Projects that cannot be screened out through the steps outlined in the City of Jurupa Valley Traffic Impact Guidelines as specified in the CEQA Assessment – VMT

Analysis section, will require additional analysis in order to determine if a project exceeds the following thresholds of significance.

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

1. Project VMT Impacts:

A project would result in a significant project-generated VMT impact if the project-generated VMT exceeds the City's average VMT per service population (population plus employment). The City's average VMT per service population shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.

2. Cumulative VMT Impacts:

If a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT if:

a) For residential projects, its net VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year

b) For office and industrial projects its net VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

c) For all other land development project types, a net increase in VMT in the RTP/SCS horizon-year would be considered a significant impact.

d) Transportation projects that reduce, or have no impact on, vehicle miles travelled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impacts consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may be tier from that analysis as is provided in Section 15152.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department may have a significant impact.

d. Result in inadequate emergency access.

Under the City's local significance threshold, the project may have a significant impact if:

1. The project blocks roadways that provide emergency vehicle access during construction; or

2.The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

4.16.6 IMPACT ANALYSIS

Threshold a:	***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***
	Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network, pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project related to Threshold a.

2. Project Design Features (PDFs)

PDF 4.16-1 **Pats Ranch Road.** Pats Ranch Road is a north-south oriented roadway located at the eastern Project boundary. The Project would convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts. In addition, the Pats Ranch Road segment between Limonite Avenue and Boca Place would be converted to a four-lane roadway. The roadway segment between Boca Place and Bellegrave Avenue would remain as two-lane roadway.

B. Impact Analysis

1. Consistency with Adopted Plans and Policies

Connect SoCal

Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental and public health goals. As shown

in Table 4.11-2 in Section 4.11, *Land Use and Planning*, of this EIR, implementation of the Project would be consistent with the goals and policies of Connect SoCal.

City of Jurupa Valley General Plan
As presented in Section 4.11, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Refer to Table 4.11.1 in Section 4.11, *Land Use and Planning*, of this EIR, for the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities applicable to the Project for evaluating conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, equestrian and multi-purpose trails network. As discussed in Section 4.11, *Land Use Planning*, the Project would have a less than significant impact with respect to a conflict with the City's General Plan.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold b: ***Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Screening Criteria: Projects that cannot be screened out through the steps outlined in the City of Jurupa Valley Traffic Impact Guidelines as specified in the CEQA Assessment– VMT Analysis section, will require additional analysis in order to determine if a project exceeds the following thresholds of significance.

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

1. Project VMT Impacts:

A project would result in a significant project-generated VMT impact if the project-generated VMT exceeds the City's average VMT per service population (population plus employment). The City's average VMT per service population shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.

2. Cumulative VMT Impacts:

If a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT if:

a) For residential projects, its net VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year

b) For office and industrial projects its net VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

c) For all other land development project types, a net increase in VMT in the RTP/SCS horizon-year would be considered a significant impact.

d) Transportation projects that reduce, or have no impact on, vehicle miles travelled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impacts consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may be tier from that analysis as is provided in Section 15152.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project related to the topic of VMT.

2. Project Design Features (PDFs)

PDF 4.16-2 **Bike Lanes.** The proposed Project proposes the construction of 2.27 miles of bike and equestrian trails.

PDF 4.16-3 **Sidewalks.** The proposed project proposes the construction of 3.41 miles of sidewalks and community paths along the project area and connecting to the adjacent network.

B. Impact Analysis

The Project's VMT Analysis (See *Technical Appendix N*) was performed by Translutions. Project generated VMT was calculated for the baseline year (2018), future year (2045), and NOP year (2021) conditions. Table 4.16-1, *Project VMT Summary*, presents the key inputs for the calculation of project's VMT per capita.

Table 4.16-1 Project VMT Summary

	2018 Project	City Threshold	2045 Project	City	2021 Project	City
Households	1,576		1,576		1,576	
Population	4,951	106,172	4,951	116,889	4,951	107,363
Home-Based VMT (Residential)	138,532	2,319,218	136,237	2,624,223	138,277	2,353,107
Home-Based VMT per Capita	**28.0**	**21.8**	**27.5**	**22.5**	**27.9**	**21.9**
Home-Based VMT per Capita Comparison	28.4% Higher		22.2% Higher		27.4% Higher	

Source: (Webb, 2023b, Table A)

The City of Jurupa Valley has prepared and adopted the City of Jurupa Valley Traffic Impact Analysis Guidelines (Guidelines) in November 2020 to address changes to CEQA pursuant to SB-743 to include VMT analysis methodology, screening tools, and VMT thresholds. The City has adopted thresholds and metrics for the NOP year and Cumulative year:

A project would result in a significant project generated VMT impact if:

- For residential projects, in the Baseline Plus Project scenario its net VMT per capita exceeds the City's average VMT per capita.

As shown in Table 4.16-1, the Base Year Home-Based VMT/Capita for the Project is 28.4% higher than the City average. Additionally, the Future Year Home-Based VMT/Capita for the project is 22.2% higher than the City. The City of Jurupa Valley Guidelines requires that Notice of Preparation (NOP) year VMT be calculated by interpolating between the base year and future year VMT. As shown Table 4.16-1, the NOP Year HB VMT/Capita for the project is 27.4% higher than the City average. Therefore, the Project would result in a significant VMT impact.

With the implementation of PDFs 4.16-2 and 4.16-3, the Project VMT will be reduced by 6.44%. As shown in Table 4.16-2, *VMT Reductions from Project Design Features*, even with implementation of the PDFs, the Project would still result in a significant impact based on the City guidelines as the Project generated VMT is approximately 19.2% higher than the City's threshold under NOP year.

Table 4.16-2 VMT Reductions from Project Design Features

	2018 Project	2045 Project	2021 Project
Residential VMT	138,532	136,237	138,277
Net Increase over Threshold			
Project Design Features	(8,923.8)	(8,776.0)	(8,907.3)
Net Increase after PDFs	129,608.1	127,461.4	129,369.6
Net Change in Residential VMT/Capita	**26.2**	**25.7**	**26.1**

Source: (Webb, 2023b, Table C)

If a project is consistent with the RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT if: For residential projects, its net VMT per capita exceeds the average VMT per capita for Jurupa Valley in the RTP/SCS horizon-year. Cumulative Project generated VMT exceeds the City's cumulative VMT threshold by 22.2%. Impacts related to VMT are considered cumulatively considerable and would result in a potentially significant cumulative VMT impact.

C. Significance Before Mitigation

Significant potential impacts.

D. Mitigation Measures

Some measures aimed at reducing the Project's GHG emissions also have the effect of reducing VMT. Therefore, Mitigation Measures MMs 4.8-1 and 4.8-2 from Section 4.8, *Greenhouse Gas Emissions*, of this EIR would also apply.

E. Significance After Mitigation

Project design features PDFs 4.16-2 and 4.16-3 and Mitigation Measures MMs 4.8-1 and 4.8-2 would promote active transportation by improving bike lanes, equestrian trails, and sidewalk connections; providing bus shelters or equivalent funding. Based on the CAPCOA handbook, a 1% reduction in VMT per transit shelter can be achieved since transit facilities would encourage more people use transit. Installing four new shelters would therefore give a 4% reduction.

Based on the CAPCOA documentation, installation of electric vehicle charging infrastructure reduces GHG emissions by promoting the use of electric vehicles but does not have quantifiable reductions in terms of VMT reduction. However, providing charging infrastructure on site can reduce VMT from residents living in the community by decreasing the miles driven to a charging station.

Even with implementation of PDFs and mitigation measures, the Project will have a significant impact on VMT as the project generated VMT is approximately 15.3% higher than the City's threshold taking the 4% credit for improving bus shelters or equivalent funding (see Table 4.16-3, *VMT Reductions with Mitigation)*. Therefore, impacts would be significant and unavoidable.

Table 4.16-3 VMT Reductions with Mitigation

	2018 Project	2045 Project	2021 Project
City Threshold	21.8	22.5	21.9
Project VMT/Capita with PDFs	26.2	25.7	26.1
Percent increase over City Threshold	20.2%	14.2%	19.2%
Percentage Reduction from Mitigation	-4.0%	-4.0%	-4.0%
Percent increase over City Threshold	**16.4%**	**10.2%**	**15.2%**

Threshold c: ***Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department may have a significant impact.

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project related to Threshold c.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of transportation hazards.

B. Impact Analysis

Implementation of the Project would not require major road closures or otherwise increase hazards due to sharp curves or dangerous intersections. However, some minor improvements would be required for the proposed circulation improvements such as the establishment of a secondary network of emergency vehicle access routes, which would connect to the existing street network and may require temporary closure of public streets. Any minor road closure would be temporary and would only be necessary during the construction activities associated with these improvements. All proposed road closures

would also be subject to review and approval by the City to ensure hazards would not occur. Upon completion of the improvements, all road conditions would be restored to normal.

The Project area is generally characterized as residential, commercial, vacant, and recreational land uses. Traffic generated by the Project would be typical of a residential development and be compatible with the type of traffic generated by the surrounding development. At Project completion, improvements to the circulation network would improve vehicular, pedestrian and bicycle mobility in the Project site and its surrounding areas. Project roadway improvements would be designed to be consistent with the City's Improvement Standard Drawings for Road Standards maintained by the City Public Works Department. The City of Jurupa Valley Traffic Engineering Division reviewed the Project's application materials (refer to EIR Section 3.0, *Project Description*) and determined that no hazardous transportation design features would be introduced by the Project. Additionally, at the time of final grading, landscape, and street improvement plans, the City will review project access points to ensure adequate sight distance. Accordingly, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible use. The Project would result in a less than significant impact.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold d:	***Would the Project result in inadequate emergency access?***
	Under the City's local significance threshold, the project may have a significant impact if:
	1. The project blocks roadways that provide emergency vehicle access during construction; or
	2. The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.9-1 from Section 4.9, *Hazards and Hazardous Materials*, is applicable to the Project and repeated here:

PPP 4.9-1 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of emergency access.

B. Impact Analysis

During the course of the City of Jurupa Valley's review of the proposed Project, the City evaluated the Project's design, including but not limited to proposed driveway locations and configuration, to ensure that adequate access would be provided for emergency vehicles at Project build out. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Furthermore, parking area access and internal circulation for multi-family residential complexes would be designed to ensure safety, efficiency and convenience, and provide adequate areas for maneuvering, stacking, and accommodating emergency vehicles. Moreover, the Project Applicant would be required to comply with PPP 4.9-1 which would ensure that the Project is designed and constructed to provide adequate emergency access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access and a less than significant impact would occur.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

4.16.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City.

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway,

bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to *Connect SoCal* and City of Jurupa Valley General Plan, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively-considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

Cumulative VMT impacts were analyzed above under Threshold b. As noted therein, cumulative Project generated VMT exceeds the City's cumulative VMT threshold by 22.2%. Additionally, considering all potential TDM measures, even if implemented, it would not be enough to reduce the Project's impact to less than significant. Impacts related to VMT are considered cumulatively considerable and would be significant and unavoidable.

The Project would not contribute to a significant cumulative impact under the topics discussed under Thresholds c and d because the Project would not cause or exacerbate existing transportation design safety concerns; or adversely affect emergency access.

4.17 TRIBAL CULTURAL RESOURCES

The following analysis is based on information obtained from the AB52 and SB18 tribal consultation conducted between the Gabrieleño Band of Mission Indians-Kizh Nation and City of Jurupa Valley. For purposes of determining if any non-Native American historic cultural resources are located on the Project site, a technical report entitled, *Cultural Resource Study*, which was prepared by BFSA, dated October 10, 2023 was prepared and is included as *Technical Appendix D* to this EIR (BFSA, 2023a), and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.17.1 ENVIRONMENTAL SETTING

A. Ethnohistoric Setting

"Ethnography" is defined as the study of a culture to obtain information on past and present life ways. It is an account of a particular culture or group, focusing on a particular population, place and time, and all with the goal of accurately describing that culture or ethnic group. Because ethnography involves tribal elder testimony, oral history, and tribal government archival information, which may be confidential, it is not discussed in the EIR, but was considered in the analysis.

B. Historic Setting

The historic background of the project area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached Southern California in 1769 with the intention of expanding the knowledge of and access to new resources in the region. As a result, by the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel (Los Angeles County), who began colonization the region and surrounding areas. The Mission San Gabriel claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, while the Mission San Luis Rey claimed land in what is now Lake Elsinore, Temecula, and Murrieta.

4.17.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to tribal cultural resources.

One comment was received related to cultural resources from the Native American Heritage Commission (NAHC) on December 15, 2022. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52.

4.17.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of tribal cultural resources.

A. State Regulations

1. Assembly Bill 52 (AB 52)

Assembly Bill 52 (Gatto, 2014) requires consideration of tribal cultural resources early in the CEQA process. The legislature intended to ensure that local and tribal governments, public agencies, and project proponents would have information available early in the Project planning process to identify and address potential adverse impacts to tribal cultural resources. To determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed Project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Pub. Res. Code § 21080.3.1. If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider in order to avoid or minimize impacts to tribal cultural resources. These measures may include avoidance and preservation of the resources in place, treating the resource with culturally appropriate dignity, or permanent conservation easements or other interests in real property. (OPR, 2017)

2. Senate Bill 18 (SB 18)

SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultations and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Pub. Res. Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources may include avoidance and preservation of the resources in place, treating the resource with culturally appropriate dignity, or permanent conservation easements or other interests in real property. (OPR, 2017)

3. California Health and Safety Code Provisions - Human Remains

The California Health and Safety Code §7050.5, as well as the Public Resources Code §5097 et. seq., require that in the event of discovery or recognition of any human remains in any location other than a formal cemetery, no further excavation of disturbance of the site or site vicinity can occur until the County Coroner has examined the remains and makes a report. The Native American Heritage Commission is required to be notified within 24 hours if the Coroner determines or suspects the remains to be of Native American descent.

B. Regional Policies

There are no regional policies that relate to tribal cultural resources.

C. City General Plan Policies

The specific policies outlined in the City's General Plan Land Use Element, Conservation and Open Space Element and the Environmental Justice Element that are related to tribal cultural resources and the Project are listed in a General Plan Consistency Analysis table in Section 4.11, *Land Use and Planning*, of this EIR.

4.17.4 METHODOLOGY

A. Native American Consultation

As part of the mandatory AB 52 and SB 18 consultation process required by State law, the City of Jurupa Valley sent notification of the Project to the Native American tribes with possible traditional or cultural affiliation to the area. A summary of the AB 52 and SB 18 consultation process is provided under Threshold a.

4.17.5 BASIS FOR DETERMINING SIGNIFICANCE

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

a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

   1. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*

   2. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

1. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

2. Included in a local register of historical resources as defined in subdivision (k) of §5020.1.

3. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

4. A historical resource described in §21084.1, a unique archaeological resource as defined in subdivision (g) of §21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of §21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

4.17.6 IMPACT ANALYSIS

Threshold a: ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

1. Included or determined to be eligible for inclusion in the California Register of Historical Resources.

2. Included in a local register of historical resources as defined in subdivision (k) of §5020.1.

3. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

4. A historical resource described in §21084.1, a unique archaeological resource as defined in subdivision (g) of §21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) _ of §21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.17-1 The Project is required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to tribal cultural resources. Compliance with regulatory requirements and the PPP listed above would ensure the Project would result in less than significant impacts to tribal cultural resources.

B. Impact Analysis

The Project site is characterized as gently rolling to near flat agricultural fields and has been cultivated for several decades. To be eligible for the Register, (Pub. Res. Code SS5024.1, Title 14 CCR, § 4852), a resource must include the following:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield, information important in prehistory or history.

The records search results identified 5 cultural resources within one-half mile of the Project, one of which (P-33-016681) overlaps the southern portion of the Project. Site P-33-016681 is an overhead electrical power line recorded in 2007 as the Southern Sierras Powerline by a previous Archaeological Survey Assessment. The power line was evaluated by Dice as not eligible for the CRHR and subsequent studies addressing the line have concurred with the 2017 evaluation of the resource. Further, the recorded alignment that did traverse the subject property is no longer extant. The remaining four resources identified during the EIC records search include a trash scatter, residence, ranch, and well with associated trash deposit. These recorded resources were evaluated and are not considered historically significant. During the AB52 and SB18 consultation process, the consulting tribe confirmed that no sites, features, places, or landscapes were identified that are either listed or eligible for listing in the California Register of Historic Places that could also be considered as tribal cultural resources. (See Section 4.5, *Cultural Resources,* for additional discussion with respect to the historic nature of these resources).

1. Sacred Lands File Search

A request for a Sacred Lands File search was sent to the NAHC. The search results were negative for any recorded Native American sacred sites or locations of religious or ceremonial importance within the Project vicinity.

2. Native American Consultation

As required by AB 52, on August 21, 2021 the City sent notification to the following Native American tribes who have previously requested in writing to receive notices pursuant to AB52:

- Gabrieleño Band of Mission Indians-Kizh Nation
- Soboba Band of Luiseño Indians,
- Yuhaaviatam of San Manuel Nation (formerly San Manuel Band of Mission Indians)

As required by SB18, on October 19, 2021 the City sent SB18 notification letters to the following tribes identified by the Native American Heritage Commission (NAHC) as having traditional lands or cultural places located within the boundaries of Riverside County or project region.

- Soboba Band of Luiseno Indians
- Gabrieleno Band of Mission Indians-Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Agua Caliente Band of Cahuilla Indians
- Quechan Tribe of the Fort Yuma Reservation (Quechan Indian Tribe)
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Indians
- Rincon Band of Luiseno Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Pala Band of Mission Indians
- Ramona Band of Cahuilla
- Santa Rosa Band of Cahuilla Indians

Of the tribes sent notification letters, only the Gabrieleño Band of Mission Indians-Kizh Nation requested consultation. Consultation took place in 2022/2023 and concluded in August of 2023 as outlined below.

The City of Jurupa Valley completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project. Pursuant to consultation, there were no known tribal cultural resources identified on the Project site. There is a remote potential that implementation of the Project could encounter tribal cultural resources during ground-disturbing construction activities that occur in native soil. Accordingly, there is a potential for significant impacts to occur if tribal cultural resources are discovered during grading activities in native soils.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.17-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

1. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
2. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
3. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
4. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in

connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM 4.17-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial). Upon discovery of any TCRs, that the Kizh, in conjunction with the Project Archaelogist retained by the Project Proponent, determine is not 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), shall have the authority to halt ,all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM 4.17-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects.

1. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
2. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
3. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
4. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
5. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

E. Significance After Mitigation

Less than significant.

4.17.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development project in the vicinity of the Project site. that are

in the northwestern area of Riverside County and the traditional use area of the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, and the Yahaaviatam of San Manuel Nation. These areas have the potential to yield cultural resources that have an affiliation with the cultural context of the Project site.

Although other development projects may impact significant tribal cultural resources, impacts are generally site-specific resulting from ground disturbing activities. There are no cumulative projects adjacent to the Project site that would combine with the Project and lead to a cumulative effect. Furthermore, with implementation of PPP 4.17-1 and Mitigation Measures MMs 4.17-1 through 4.17-3, Project impacts to tribal cultural resources would be less than significant. Therefore, there is no potential for the proposed Project to contribute towards a significant cumulative impact to the significance of a tribal cultural resource or a collection of resources pursuant to California Code of Regulations §15064.5.

4.18 UTILITIES AND SERVICE SYSTEMS

The following analysis is based on information obtained from the technical report entitled, *Hydrology and Hydraulic Study* prepared in July 11, 2023 by JLC Engineering & Consulting, Inc. (JLC) (JLC, 2023b) (*Technical Appendix J* to this EIR); the *Preliminary Water Quality Management Plan*, prepared in July 11, 2023 by JLC (JLC, 2023a) (*Technical Appendix K* to this EIR); the Water Supply Assessment and Written Verification of Sufficient Water Supply, approved December 12, 2022, prepared by Albert A. Webb Associates (Webb) (Webb, 2022) (*Technical Appendix P* to this EIR); and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.18.1 ENVIRONMENTAL SETTING

A. Water Service

The Project site is located in the service area of the Jurupa Community Services District (JCSD). The JCSD service area encompasses 40.8 square miles of northwest Riverside County and includes the City of Eastvale and a majority of the City of Jurupa Valley. JCSD would be the purveyor of water to the Project site. Information on the JCSD is provided in the 2020 Urban Water Management Plan (UWMP) prepared for the Jurupa Community Services District. Under existing conditions, the Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain and associated structures since 1985.

JCSD's potable and non-potable water supply primarily consists of groundwater pumped from the Chino Basin, and is supplemented with water from the Riverside-Arlington Basin. As one the largest groundwater basins in southern California, the Chino Basin is adjudicated and pumping activities are closely monitored by the Chino Basin Watermaster. While JCSD does not rely on imported water, surface water, or recycled water to directly increase their water supply; the Chino Basin Watermaster has historically purchased water from the Riverside South Groundwater Basin from Rubidoux Community Services District (RCSD).

The JCSD 2020 UWMP outlines JCSD's approach to meeting future water demands while also reducing the need for imported water within the service area. The UWMP calculates that the JCSD's water demand as of December 31, 2021 was 24,977 acre-feet (AF). According to Table 4.18-1, *JCSD's Projected Water Supply and Demand through 2045,* the UWMP calculates that the district's water demand (both potable and non-potable water) for the year 2045 is anticipated to be approximately around 37,135 AF and projected water supplies is anticipated to be approximately 44,093 AF. (JCSD, 2021a)

Table 4.18-1 JCSD's Projected Water Supply and Demand through 2045

Year	Projected Water Supply (AF)	Projected Water Demand (AF)
2025	42,093	30,865
2030	44,093	33,375
2035	44,093	35,165
2040	44,093	37,135
2045	44,093	37,135

(JCSD, 2021a, Table 4-2, Table 6-9)

B. Wastewater Service

The JCSD sewer system provides wastewater conveyance for the Project site. Wastewater collected by JCSD is treated at three regional wastewater treatment plants: City of Riverside Regional Water Quality Control Plant (RWQCP); Orange County Sanitation District via the Inland Empire Brine Line (IEBL); and Western Riverside County Regional Wastewater Authority's Wastewater Treatment Plant (WRCRWA). Wastewater generated at the Project site is discharged into the WRCRWA for treatment by the City of Riverside's Water Quality Control Plant and ultimately flows into the Santa Ana River. The current maximum capacity of the WRCRWA is 14 million gallons per day (MGD) and JCSD's capacity rights are 6 MGD. (JCSD, 2021a)

C. Stormwater Drainage

The Project site is located within the boundary of the Riverside County Flood Control District Day Creek Area Drainage Plan (ADP). There is currently no storm drain infrastructure on the Project site. Existing topography conditions cause the existing flows to sheet flow onto the surrounding streets where the flows are captured by existing drainage systems. As shown in Figure 4.18-1, *Existing Day Creek Area Drainage Plan Storm Drain Infrastructure*, there are several existing major storm drain infrastructure facilities that have been constructed in the Project area and provide regional flood protection for the Project:

- Bellegrave Basin: The basin is a regional system that has been designed to collect and detain runoff emanating north of Bellegrave Avenue. The regional basin is used to reduce the peak flow rate that is discharged into the Line J storm drain facility.

- Line C Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and conveys the runoff into the Bellegrave Basin.

- Line E Storm Drain: The existing storm drain collects runoff emanating north of Bellegrave Avenue and extends north along Wineville Avenue. The Line E system conveys the runoff into the Bellegrave Basin.

- Line J Storm Drain: The existing storm drain conveys the runoff from the Bellegrave Avenue Basin to an existing concrete channel located south of 68th Street. The concrete channel then conveys the flows and discharges them directly into the Santa Ana River.

The existing Line J Storm Drain and associated laterals have been constructed along Pats Ranch Road. The Line J Storm Drain systems is part of the Riverside County Flood Control and Water Conservation District (RCFC & WCD) Project Number 1272. The existing storm drain system ranges in size from a 42-inch to 78-inch diameter pipe north of Limonite Avenue and an 8'W x 5'H Reinforced Concrete Box (RCB) south of Limonite to a Double 10'W x 5' H RCB at the downstream terminus. The RCFC & WCD Line J Improvement plans have provided a total of five laterals that have been identified to collect flows from the Project site.

Based on the approved design shown on the Line J Storm Drain Improvement Plans, the Project has been provided connection points that will allow discharge a total peak flow rate of 255 cubic feet per second (cfs). (JLC, 2023b)

D. Solid Waste

Solid waste disposal and recycling services for the proposed Project site would be provided by Burrtec Waste Industries, Inc (City of Jurupa Valley, n.d.). Burrtec would transfer solid waste to the Agua Mansa Materials Recovery Facility (MRF)/Transfer Stations. From the MRF, nonrecyclable materials are transferred to regional landfills. Waste generated during construction and operation of the Project would ultimately be deposited at the Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 7,800,000 cubic yards or 10,920,000 tons (7,800,000 cubic yards x [1.4 tons/1 cubic yard]). The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2059 (CalRecycle, 2023a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2023b).

Table 4.18-2 Landfills Serving the Project Site

Facility and Nearest City/Community	Remaining Capacity, cubic yards	Daily Permitted Disposal Capacity, tons	Actual Daily Disposal, tons[1]	Estimated Closing Date
Badlands Sanitary Landfill, Moreno Valley	7,800,000	5,000	2,731	2059
El Sobrante Landfill, Corona	143,977,170	16,054	10,950	2051
Total	**151,777,170**	**21,054**	**13,681**	**N/A**

[1]Daily disposal calculated based on annual disposal tonnage assuming 300 operating days per year; that is, six days per week less certain holidays.
Source: (CalRecycle, 2022; CalRecycle, 2023a; CalRecycle, 2023b)



Source(s): Albert A. Webb & Associates (05-19-2023)

Figure 4.18-1

Existing Day Creek Area Drainage Plan Storm Drain Infrastructure

Not to Scale

E. Electricity

Southern California Edison (SCE) provides electricity services to a large majority of southern and central California, including the Project site. SCE serves 180 cities across 50,000 square miles of service area. Existing overhead power lines occur along Bellegrave Avenue that are aligned in a east-west direction along the northern boundary of the Project site (Google Earth Pro, 2023).

F. Natural Gas

The Project site is located in the natural gas service area of Southern California Gas Company (SoCal Gas), which maintains local underground service lines in Jurupa Valley. Existing gas lines adjacent to the Project site are located within adjacent roadways.

G. Telecommunications

There is an existing network of buried and underground cables for telephone services within Pats Ranch Road, Bellegrave Avenue, and Boca Place. Charter Communications provides cable television service to Project area. Charter Communications currently has facilities within Bellegrave Avenue that serve the surrounding area to the north. Existing telecommunication services in the vicinity of the Project site are supplied by AT&T Distribution and Spectrum.

4.18.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on December 14, 2022, and an EIR Scoping Meeting was held on January 9, 2023. No comments were made during the EIR Scoping Meeting that pertain to utilities and service systems.

One comment related to utilities and service systems was received during the public scoping period from the Riverside County Flood Control and Water Conservation District (RCFCWCD) on January 13, 2023. RCFCWCD requests that the Project Applicant submit an encroachment permit for any construction related activities occurring within District right of way or facilities; requests to be included in the distribution of the EIR with all appendices and technical documents related to impacts to District; requests to demonstrate that the Project within the District rights of way or easements are consistent with the Western Riverside County Multiple Species Habitat Conservation Plan; states that the Project is located within the District's Day Creek Master Drainage Plan and if the Project proposes a storm drain 36 inches or larger that the District would consider accepting ownership of such facilities.

4.18.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

A. State

1. Urban Water Management Planning Act

The Urban Water Management Planning Act was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The Urban Water Management Planning Act requires water agencies to develop Urban Water Management Plans over a 20-year planning horizon, and further required Urban Water Management Plans to be updated every five years. The Urban Water Management Plans provide a framework for ensuring a water supplier has the ability to provide water service to its customers during normal, dry, and multiple dry water years.

2. Senate Bill 221

Senate Bill (SB) 221 pursuant to California Government Code § 66473.7 prohibits approval of a tentative map, or a parcel map for which a tentative map was not required, or a development agreement for subdivisions of more than 500 dwelling units unless the legislative body of a city or county provides written verification from the applicable public water system (PWS) that there is a sufficient water supply to support the Project, defined as "the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision, in addition to existing and planned future uses. . . ."

3. Senate Bill 610

SB 610 pursuant to Water Code section 10910 et seq. was passed in 2001 to establish coordination between the local water and land use decisions and ensure that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development. The following projects are required to prepare a WSA:

- Residential developments consisting of more than 500 homes, or
- A business employing more than 1,000 people or having more than 500,000 square feet;
- A commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space;
- A hotel having more than 500 rooms;
- An industrial complex with more than 1,000 employees and occupying more than 40 acres of land; or

- A mixed-use project that requires the same or greater amount of water as a 500 dwelling-unit project.

Since the Project consists of the development of residential uses consisting of 1,576 dwelling units, a WSA is required. A WSA and Written Verification of Sufficient Water Supply was prepared for the Project and was approved on December 12, 2022 by the JCSD Board of Directors (Refer to *Technical Appendix P* of this EIR).

4. California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years disposal capacity for all jurisdictions within the county, or show a plan to transform or divert their waste.

5. Assembly Bill 341 (Chapter 476, Statutes of 2011)

Assembly Bill 341 increases the statewide diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.

6. Assembly Bill 1826 (California Public Resources Code §§ 42649.8 et seq.)

Assembly Bill 1826 requires recycling of organic matter by businesses and multifamily residences of five of more units that generate such wastes in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. Multifamily residences are not required to have a food waste diversion program.

7. Senate Bill 1383 (California Health and Safety Code §§ 39730.5 et seq.)

Senate Bill 1383 set targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce emissions of methane, a short-lived climate pollutant, from decomposition of organic waste in landfills, for the protection of people in at-risk communities as well as to reduce GHG emissions.

8. 2022 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

CALGreen was first adopted in 2009 and is updated every three years. The most current version of CALGreen is the 2022 CALGreen Code, effective January 1, 2023, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California. CALGreen features regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. CALGreen Section 5.408.3 requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed.

9. California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)

The California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6) contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. The California Energy Commission (CEC) updates the Energy Code every three years. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code.

The 2022 Energy Code builds on California's technology innovations, encouraging energy efficient approaches to encourage building decarbonization, emphasizing in particular on heat pumps for space heating and water heating. This set of Energy Codes also extends the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to enable California buildings to be responsive to climate change. This Energy Code also strengthens ventilation standards to improve indoor air quality. This update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury.

B. Regional

1. Santa Ana Regional Water Quality Control Board

The Santa Ana Regional Quality Control Board (RWQCB) has oversight for a wastewater treatment plant to operate. The RWQCB issued Order No. RS-2013-0016 NPDES No. Ca0105350 Waste Discharge and Water Reclamation Requirements for the City of Riverside, Department of Public Works Riverside Regional Water Quality Control Plant Riverside County on November 1, 2013. This Order serves as Waste Discharge Requirements (WDRs) pursuant to Article 4, Chapter 4 of California Water Code (CWC) commencing with Section 13260. This Order shall also serve as an NPDES permit pursuant to Section 402 of the federal Clean Water Act (CWA) and implementing regulations adopted by the U.S. Environmental Protection Agency (USEPA) and Chapter 5.5, Division 7 of the CWC for point source discharges from this facility to the surface waters. The RWQCP is designed to tertiary treat 46 million gallons per day (mgd) of wastewater. The annual average daily flow for 2012 was 29 mgd.

2. Riverside Countywide Integrated Waste Management Plan

The Riverside Countywide Integrated Waste Management Plan (RCIWMP), was approved by the California Integrated Waste Management Board in 1996. The Plan outlines the goals, policies, and programs that the County and its cities, including what is now the City of Jurupa Valley, would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The RCIWMP is composed of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, and the Riverside Countywide siting element.

C. Local

1. City General Plan Policies

The specific policies outlined in the City's General Plan that are related to utilities and service systems and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.11, *Land Use and Planning*, of this *EIR*.

2. Jurupa Community Services District 2020 Water and Sewer Standards Manual

The Jurupa Community Services District was formed in July, 1956, as a general purpose community services district of the State of California. The first purpose of the Water and Sewer Standards Manual is to ensure that water and sewer facilities constructed within the JCSD are complete, standardized, and in compliance with government codes and water and wastewater industry best practices. The second purpose of the standard specifications is to provide interested parties with the District's procedures, policies, and requirements to aid in the cost-effective planning, design, and construction of water and wastewater facilities within the District. If water and/or sewer service is desired within the District, service can normally be provided if conditions are met. JCSD's 2020 Standards Manual outlines general requirements for design of water and/or sewer infrastructure.

4.18.4 Basis for Determining Significance

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

a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*

Under the City's local significance threshold, a significant impact may occur if the installation of water and sewer lines impacts land (either disturbed or undisturbed) to a degree that impacts cannot be mitigated to less than significant levels.

b. *Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;*

Under the City's local significance threshold, a significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.

c. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*

Under the City's local significance threshold, a significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.

d. *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;*

Under the City's local significance threshold, a project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:

- CSSF 2.67 *Waste Diversion*. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.

- State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.

e. *Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

Under the City's local significance threshold: A project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified in the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

4.18.5 IMPACT ANALYSIS

Threshold a: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Under the City's local significance threshold: a significant impact may occur if the installation of water and sewer lines impacts land (either disturbed or undisturbed) to a degree that impacts cannot be mitigated to less than significant levels.

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.18-1 The Project is subject to compliance with the Jurupa Community Services District rules, regulations, conditions, requirements, and payment of fees for residential projects with respect to water and sewer service.

PPP 4.18-2 Prior to the issuance of grading permit, the Project Applicant shall be required to provide written verification to the City of Jurupa Valley Engineering Department that the Jurupa Community Services District has verified that adequate capacity exists at the City of Riverside's Water Quality Control Plant to serve the Project and/or a Sewer Capacity Fee shall be paid.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of utilities and services. Refer to Section 3.0, *Project Description*, for information on the Project's proposed on-site water and sewer system improvements.

B. Impact Analysis

No existing water or wastewater lines would be relocated or upsized as part of the proposed Project. The Project would include the installation of water and wastewater lines within the Specific Plan Area, connecting to existing facilities within Pats Ranch Road. Installation of water and wastewater lines in the Specific Plan Area is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to installation of the water and sewer lines.

Water service to the Specific Plan Area would be provided by the JCSD. Water service would be accommodated via proposed water lines throughout the Specific Plan Area that would connect to the existing 16-inch waterline located along Pats Ranch Road. Additionally, JCSD would provide non-potable water service to the Project. There is an existing 8-inch non-potable water line located within the Pats Ranch Road right-of-way and an existing 16-inch line in Bellegrave Avenue. The Specific Plan's Non-Potable Water Plan includes recycled water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable pipe sizes would range from 4-inch to 8-inch and would connect to the existing 8-inch non-potable waterline in Pats Ranch Road.

Sanitary sewer service to the Specific Plan Area would also be provided by the JCSD. The proposed 8-inch to 10-inch sewer lines would extend along the interior roads of the Specific Plan Area and connect to the existing 10-inch to 12-inch sewer line located in Pats Ranch Road. Sewer flows from the Specific Plan Area would be discharged into the WRCRWA for treatment by the City of Riverside's Water Quality Control Plant and ultimately flows into the Santa Ana River.

Implementation of the Specific Plan would result in the construction of six detention/water quality basins and a subsurface basin within Planning Area 17. There is a total of five laterals, that range from 24 inches to 48 inches in diameter, from Line J storm drain that would connect to the Specific Plan Area. Runoff from the Project would flow into the subsurface basin and the six detentions/water quality basins and then into the existing Line J storm drain system.

The Project would involve utility connections to provide natural gas, electric power and telecommunications services to the Specific Plan Area. A planned SCE facility would be located underground within Pat's Ranch Road within an SCE Easement. The precise points of connection to the Specific Plan Area would be determined at a later date in coordination with SCE. All electrical lines within the Specific Plan Area would need to be underground and shall be subject to SCE review and approval. Future development accommodated under the Specific Plan would need to coordinate with SoCal Gas, SCE, Charter Communication, and local communication providers for service connections. For telecommunication services, residents may opt for AT&T Distribution or Spectrum. Residents may also opt for satellite television through television providers such as Direct TV, Dish, etc. Installation of dry utilities on the Project Site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to their installation.

In summary, the installation of the utility and service system infrastructure improvements would result in physical environmental impacts inherent in the Project's construction process; however, these impacts have already been included in the analyses of construction-related effects presented throughout this EIR. In instances where the Project's construction phase would result in specific, significant impacts, feasible mitigation measures are provided. The construction of infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this this EIR. Accordingly, impacts would be less

than significant and additional mitigation measures beyond those identified throughout other subsections of this EIR would not be required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

Less than significant.

Threshold b:	***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*** ***Under the City's local significance threshold, a significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.***

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.18-1 (listed under Threshold a), applies to the Project and would reduce impacts relating to utilities and service systems. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features

PDF 4.18-1 The Project's Non-Potable Water Plan includes recycled water lines that will be located in selected interior roads to provide irrigation services to common area landscaping. Non-potable pipe sizes would range from 4-inch to 8-inch and would connect to the existing 8-inch non-potable waterline in Pats Ranch Road.

PDF 4.18-2 The Project would include native and drought tolerant slope areas. The plant palette has been selected for the plant's appropriateness to climatic conditions, soil conditions,

and long-term concerns for maintenance and water conservation (VRSP, Table F). As described in the Specific Plan Section 5.3.6, water conservation measures include drip or bubbler irrigation for shrubs and trees, weather-based central control irrigation systems, and irrigation systems designed per the Model Water Efficient Landscape Ordinance.

B. Impact Analysis

JCSD is responsible for supplying potable water to the Project site. A WSA was prepared and approved for the Project on December 12, 2022 by JCSD's Board of Directors, pursuant to California Water Code Sections 10910 through 10914 (see *Technical Appendix P*). For the purposes of the Water Supply Assessment, recycled water will be used for outdoor irrigation purposes since JCSD expects recycled water to be available to the Project in the future. JCSD water duty factors are based on the City's land use plan and how it defines the various residential density ranges. Because the Specific Plan has unique land use designations that are defined differently than the City's definitions, the water duty factors used to determine water demand are based on equivalent density ranges. For example, the Specific Plan defines "Medium Density Residential" (MDR) as 4 to 8 units per acre and the City defines MDR as 2.1 to 5 units per acre; therefore, if the Project has 6 units per acre, the water duty factor for the next density range would be used, Medium High Density Residential (5.1 to 8 units per acre). Using this approach, under the scenario that a school would not be built on the proposed school overlay, the Project would result in a potable water demand of 382 acre-feet per year (AFY) and 340,693 gallons per day (gpd) and a recycled water demand of 150 AFY and 134,376 gpd for a total of 532 AFY. Under the scenario where the school would be built, the Project would result in a potable water demand of 371 AFY and 331,125 gpd and a recycled water demand of 166 AFY and 148,791 gpd for a total of 537 AFY. (Webb, 2022, pp. 17-18)

The water demand projections in the JCSD's 2020 UWMP included the Specific Plan Area and assumed 129 acres of Medium High Density Residential and 24 acres of Highest Density Residential. Based on that assumption, the potable water demand accounted for in the 2020 UWMP is 535 AFY. As discussed above, the Project's potable water demand under the with and without school scenarios would be well within the potable water demand accounted for in the 2020 UWMP. Total water demand (potable plus recycled) is 532 without school and 537 with school scenario. The Project's water demand is equivalent to what was accounted for in the 2020 UWMP. Therefore, the Project's water demand was fully accounted for in the 2020 UWMP. (Webb, 2022, p. 19)

Additionally, the Specific Plan calls for native and drought tolerant slope areas. The plant palette has been selected for the plant's appropriateness to climatic conditions, soil conditions, and long-term concerns for maintenance and water conservation (VRSP, Table F). As described in the Specific Plan Section 5.3.6, water conservation measures include drip or bubbler irrigation for shrubs and trees, weather-based central control irrigation systems, and irrigation systems designed per the Model Water Efficient Landscape Ordinance.

The Board determined that there would be sufficient water supply, water production ability, and water rights/entitlements to meet the current customer water demands in normal, single-dry, and multiple-dry year periods. Future water demands will be met with a combination of existing and future supply sources. JCSD is working to expand existing supply sources with wellhead treatments that are still in the planning stages. Future supply sources include the Recycled Water Program in JCSD's service area for 660 AFY beginning in 2025 that will make available an equal amount of potable water; and the Etiwanda Pipeline for 6,000 AFY beginning in 2026. Engineering is underway for both projects, with entitlement secured for the recycled water and a contract being negotiated for the Etiwanda Pipeline project. These future projects were accounted for in the JCSD's water supply planning projections in the 2020 UWMP and the 2020 Water Master Plan to meet buildout around 2040, in normal, single-dry, and multiple-dry year periods. With the ongoing water conservation efforts, JCSD will further ensure its ability to provide sufficient supply (Webb, 2022, pp. 34-35).

Based on the evidence provided herein, the total projected water supplies available to JCSD during normal, single dry, and multiple dry year periods over a 20-year projection will be sufficient to meet the projected water demand associated with the proposed Project in addition to the water supplier's existing and planned future uses, including agricultural and manufacturing uses. Therefore, there are sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Implementation of the Project would result in a less than significant impact.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold c:	***Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*** ***Under the City's local significance threshold, a significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.***

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.18-1 and PPP 4.18-2 (listed under Threshold a), apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of wastewater services.

B. Impact Analysis

JCSD is responsible for supplying wastewater services to the Project site. In the JCSD service area, outdoor water usage can account for more than 50% of water usage (JCSD, 2021b). Therefore, the amount of wastewater that would be generated by the Project is conservatively assumed to be 331,125 gpd with school and 340,693 gpd without school, which is 100 percent of indoor water use. The current maximum capacity of the WRCRWA is 14 million gallons per day (mgd) and JCSD's capacity rights are 6 mgd. According to the 2020 UWMP, the total wastewater treated at the WRCRWA treatment plant is 5,134 AF or approximately 1,672 million gallons[1] (JCSD, 2021a, pp. 6-17) The Project site is not within the service area of the City of Riverside Water Quality Control Plant; therefore, no impact would occur.

The amount of wastewater that would be generated by the Project under both scenarios is much less than one percent of total remaining daily treatment capacity. Therefore, sufficient wastewater treatment capacity available to serve the Project's projected demand in addition to the provider's existing commitments. Implementation of the Project would result in a less than significant impact.

[1] 5,134 AF x 1 million gallons/3.0689 AF = 322 million gallons

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d:	***Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*** ***Under the City's local significance threshold, a project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:*** ***• CSSF 2.67 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.*** ***• State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.***

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.18-3 The Project shall comply with Section 4.408 of the 2022 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa Valley shall review and verify the Contractor's documentation that confirm the volumes and types of waste that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

PPP 4.18-4 The Project shall comply with Section 6.77.040 – Requirements for commercial organic waste generators, which establishes recycling and organics collection requirements for commercial businesses, including multi-family residential dwellings.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

Construction and operation of the Project would result in the generation of solid waste, requiring disposal at a landfill. During construction of the Project, solid waste in the form of demolition material, materials and debris currently stored on-site, and remnants of unused construction materials would require disposal at a landfill. Waste also would be generated by the construction process, primarily consisting of discarded materials and packaging. Section 4.408 of the 2022 California Green Building Standards Code (CALGreen; Part 11 of Title 24, California Code of Regulations) requires that 65 percent of construction/demolition waste be diverted from landfills. The Project would be required to comply with General Plan Policy CSSF 2.67 Waste Diversion which would achieve at least the minimum construction and demolition waste diversion requirement of 75%. In addition, the Project would be required to comply with AB 341 which mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.

Solid waste from the Project site will be hauled by Burrtec Waste Industries, Inc. and transferred to the Agua Mansa Material Recovery Facility (MRF)/Transfer Stations. From the MRF, non-recyclable materials will likely be disposed of at Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day with a remaining capacity of 7,800,000 cubic yards or 10,920,000 tons (7,800,000 cubic yards x [1.4 tons/1 cubic yard]). The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2059 (CalRecycle, 2023a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2023b).

The current solid waste generation rates are anticipated to be 11.4 pounds per day for single family residential uses and 8.6 pounds per day for multifamily residential uses (CalRecycle, 2019). The Project currently proposes 1,576 dwelling units (972 single family and 604 multifamily), which would result in approximately 16,275.2pounds or 8.14 tons of solid waste per day (11.4 pounds x 972 units + 8.6 pounds x 604 units). As previously stated, the Badlands Sanitary Landfill has a permitted disposal capacity of 5,000 tons per day and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day (CalRecycle, 2023a; CalRecycle, 2023b). Since the Project is estimated to generate approximately 8.14 tons of solid waste per day, this amount represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e:	***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*** ***Under the City's local significance threshold: A project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified in the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).***

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.18-3 (identified under Threshold d), apply to the Project and would reduce impacts relating to solid waste. PPP 4.18-4 (identified under Threshold d), apply to the Project and would reduce impacts relating to recycling and organics collection. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Assembly Bill 341 sets a Statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. City of Jurupa Valley General Plan Policy CSSF 2.66 *Waste Diversion* sets a goal of at least the minimum construction and demolition waste diversion requirement of 75 percent.

Future development projects in accordance with the Specific Plan would be required to coordinate with Burrtec Waste Industries, Inc., the waste hauler, to develop collection of recyclable material for the Project on a common schedule as set forth in applicable local, regional, and state programs identified in the Countywide Integrated Waste Management Plan (CIWMP). Recyclable materials that could be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project would be required to implement PPP 4.18-3 and comply with applicable elements of AB 939, and other applicable local, state, and federal solid waste disposal standards. This would ensure that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.18.6 Cumulative Impact Analysis

This cumulative impact analysis considers buildout of the Project in conjunction with General Plan buildout within the service area for the respective utility providers or the service area for specific facilities (e.g., wastewater treatment facilities).

As with the Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve the projects. Each individual development project is subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and cumulative development are subject to connection and service fees to offset increased demand and assist in facility expansion and service at the time of need. The infrastructure needed for the Project would be limited to the identified construction impact area. The environmental impacts associated with the construction of these facilities are addressed throughout this EIR and would be less than significant. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure.

A. Water Service

The cumulative area considered for water supply is the service area of the JCSD. The 2020 Urban Water Management Plan (UWMP) was adopted by the JCSD in June of 2021, which details JCSD's current and future water supply. The document found that, based on the existing and planned supplies,

the JCSD can meet 100 percent of the projected water demand for its service area through 2045, even with the recurrence of a severe drought. Table 3-9 of the Project's WSA (*Technical Appendix P)* presents the multiple dry year supply and demand comparisons from the JCSD's 2020 UWMP. Because the demand for water services for the Project and the rest of JCSD's service area can be met through 2045, including the recurrence of a severe drought, cumulative impacts to water services would be less than significant.

B. Wastewater Service

The cumulative area for wastewater-related issues is the JCSD service area. The Project would discharge approximately 331,125 gpd with school and 340,693 gpd without school of wastewater, which would be conveyed via IEBL to the Orange County Sanitation District treatment plant. The current maximum capacity of the IEBL is 17 mgd and JCSD's capacity rights are 3.493 mgd for IEBL conveyance and 1.155 mgd in the Orange County Sanitation District treatment plant. According to the 2020 UWMP, the total wastewater treated at the IEBL and the Orange County Sanitation District treatment plant is 989 AF or approximately 322 million gallons (JCSD, 2021a, pp. 6-17). As such, there is adequate existing capacity to provide wastewater treatment for the Project under both scenarios and cumulative development. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water treatment facilities.

C. Stormwater Drainage

Cumulatively, development within the Santa Ana watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City and throughout the Santa Ana RWQCB is required to comply with the requirements of the NPDES permit program and implemented BMPs. Additionally, as discussed in Section 4.10, *Hydrology and Water Quality*, of this EIR, the Project would not exceed the existing Line J storm drain system capacity. Therefore, the proposed Project, would not make a significant contribution to any cumulatively considerable impacts related to drainage or water quality on a local or regional basis.

D. Solid Waste

AB 939 mandates the reduction of solid waste disposal in landfills (PRC Section 42649). In addition, City of Jurupa Valley General Plan Policy CSSF 2.66 *Waste Diversion* sets the goal of at least the minimum construction and demolition waste diversion requirement of 75 percent. Chapter 6.77 – Recyclables and Organics Collection establishes requirements for single-family and commercial, including multi-family dwelling units, organic waste generators. The City's waste haulers use a variety of County landfills in the area. The solid waste generated by construction and operation of the Project would represent nominal portion of daily disposal capacities at existing landfill facilities. The existing landfill facilities have sufficient daily capacity to handle solid waste during the Project's construction and operation and would not directly result in the need for expanded solid waste disposal facilities. With El Sobrante Landfill's planned capacity through 2051 and projected growth rates contained in

the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through 2030. Notwithstanding landfill capacity, PPP 4.18-3 would further reduce impacts relating to solid waste. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, development according to the City's General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant.

the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through 2030. Notwithstanding landfill capacity, PPP 4.18-3 would further reduce impacts relating to solid waste. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, development according to the City's General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant.

5.0 OTHER CEQA CONSIDERATIONS

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As thoroughly described in Subsections 4.1 through 4.18 of this EIR, the Project would result in a significant and unavoidable direct and cumulatively considerable impacts related to the topics of agricultural and forestry resources, air quality, greenhouse gas emissions, and transportation. All other Project-related impacts (direct, indirect, and/or cumulatively considerable), to the environment would be reduced to below a level of significance due to mandatory compliance with applicable laws and regulations, and implementation of feasible mitigation measures that have a proportional nexus to the Project's impacts.

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Table 5-1, *Significant Environmental Effects Which Cannot Be Avoided*, describes the significant and unavoidable impacts that would occur should the Project be implemented and after the application of regulatory requirements from applicable plans, policies, and programs (PPPs) and the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the Project in Subsections 4.1 through 4.18 of this EIR, and further documented in the Project's Mitigation Monitoring Reporting Program (MMRP).

Table 5-1 Significant Environmental Effects Which Cannot Be Avoided

Topic	Type of Impact	Details of Impact
Agriculture and Forestry Resources, Subsection 4.2	Direct and Cumulatively Considerable Agriculture Impacts	The Project would result in the permanent conversion of approximately 170.1 acres of "Prime Farmland" and 6.4 acres of "Unique Farmland" to non-agricultural use. No feasible mitigation measures exist for impacts associated with converting Farmland to non-agricultural use.
Air Quality, Subsection 4.3	Direct and Cumulatively Considerable Air Quality Management Plan Consistency Impacts	The Project would result in an inconsistency with the South Coast Air Quality Management District's (South Coast AQMD's) Air Quality Management Plan with regards to short-term construction-related emissions of NO_X and long-term

Topic	Type of Impact	Details of Impact
		operational impacts from VOC, NO_X, and CO emissions. The Project would implement Mitigation Measures MM 4.3-1 through MM 4.3-6; however, these measures would not reduce the impact to less than significant.
	Direct and Cumulatively Considerable Air Quality Impacts	The Project would result in a considerable increase of short-term construction-related emissions of NO_X and VOC, NO_X, and CO emissions during long-term operations, and exceed the South Coast AQMD's daily emission thresholds. The Project would implement Mitigation Measures MM 4.3-1 through MM 4.3-6; however, these measures would not reduce the impact to less than significant.
Greenhouse Gas Emissions, Subsection 4.8	Cumulatively Considerable Greenhouse Gas Emissions Impact	The Project would result in greenhouse gas emissions that exceed the South Coast AQMD greenhouse gas emissions significance threshold. The Project would implement Mitigation Measures MM 4.3-1 through MM 4.3-6 and MM 4.8-1 and 4.8-2; however, these measures would not reduce the impact to less than significant.
Transportation, Subsection 4.16	Direct and Cumulatively Considerable Vehicle Miles Traveled Impacts	The Project would result in an increase in VMT that exceeds the City's VMT threshold. The Project would implement Mitigation Measures 4.8-1 and 4.8-2 and TDM Measures however, these measures would not reduce the impact to less than significant.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project. The consumption of these natural resources would represent an irreversible change to the environment. However, the development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Additionally, the Project is required by law to comply with the California Building Standards Code (CALGreen), which would minimize the Project's demand for energy, including energy produced from non-renewable sources. A more detailed discussion of energy consumption is provided in EIR Subsection 4.6, *Energy*.

Implementation of the Project would commit the Project site to residential uses. As demonstrated in the analysis presented throughout EIR Section 4.0, *Environmental Analysis*, construction and long-term operation of the Project would be compatible with the existing and planned land uses that surround the Project site and would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with agricultural and forestry resources, air quality, greenhouse gas emissions, and transportation, these effects would not commit surrounding properties to land uses other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.

Because no significant natural non-renewable resources occur within the Project site, the Project would not reduce the availability of these resources associated with long-term operational activities. Also, as discussed under Subsection 4.6, *Energy*, the Project would not result in a wasteful consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

The Project consists of a residential development and does not involve uses that would result in irreversible damage from environmental accidents associated with the Project.

Implementation of the Specific Plan would result in an increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services). The social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed (see Sections 5.14, *Public Services*, and 5.18, *Utilities and Service Systems*).

Population and employment growth related to Project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone and particulate matter (PM_{10} and $PM_{2.5}$), under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS (see Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*).

Given the low likelihood that the Specific Plan Area would revert to lower intensity uses or to its current form, the Project would generally commit future generations to these environmental changes. The commitment of resources due to implementation of the Specific Plan is not unusual or inconsistent with projects of this type and scope. However, once these commitments are made, it is improbable that the Project site would revert back to its current condition. Therefore, the Project would result in significant irreversible changes to the environment throughout the lifespan of development that would be accommodated by the Specific Plan.

5.3 GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the Project could be growth-inducing. The State CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2 [d]). New employees and new residential populations represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed throughout Section 4.0, *Environmental Analysis*.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

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.

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 local and regional land use plans and population projections. 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 inducement 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.

Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?

The Project would include the construction of roadways within the Specific Plan Area. As part of the Project, Pat's Ranch Road would be constructed to the ultimate 118' right-of-way per a modified section and would construct a two-way Class I path within the parkway. The Project would also convert the side-street stop-controlled intersections at Shearwater Drive, Park Center Drive, and Boca Place to roundabouts and widening the southern half of Bellegrave Avenue to the ultimate half right-of-way width of 59 feet. In addition, the Pats Ranch Road segment between Limonite Avenue and Boca Place would be converted to a four-lane roadway. The Project would not create major new infrastructure that could result in substantial, unplanned growth because the Project's proposed utility infrastructure, on- and off-site, are designed to accommodate the proposed development.

The Project involves the development of the Project site with residential uses that would require a General Plan Amendment, Specific Plan Amendment, and Change of Zone. The proposed General Plan Amendment, Specific Plan Amendment, and Change of Zone would allow for the Project to be developed in accordance with the Specific Plan's development standards. Furthermore, the Project implements growth and development anticipated in the City's General Plan. Therefore, the Project is not considered to be growth inducing with respect to the removal of obstacles to growth.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in EIR Subsection 4.14, *Public Services*, and 4.15, *Recreation*, the Project would increase the demand for public services (police, fire, schools, libraries, and parks and recreational facilities). The proposed residential use would create the typical range of service calls for police and fire services that occur with this type of use. Therefore, the Project would not necessitate the unplanned construction of new or the expansion of existing public service facilities in order to maintain desired levels of service. Additionally, funding mechanisms are in place through existing regulations and standard practices to accommodate growth in the City, including the Project. This Project would not, therefore, have significant growth-inducing consequences with respect to public services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Economic growth is expected to take place as a result of the Project implementation from construction jobs. During Project construction, a number of design, engineering, and construction-related jobs would be created. However, this would be temporary in nature and would only last until Project construction is completed.

As further described in EIR Section 3.0, *Project Description*, the Project is proposing the development of up to 1,576 new residential units. It is estimated that this development would generate up to 5,910 new residents. As discussed in EIR Subsection 4.13, *Population and Housing*, the Project's proposed 5,910 total population and 1,576 household were anticipated by the City's General Plan and represent approximately 3.7% and 4% of the anticipated population and households within the City, respectively. This type of growth is already anticipated in the City's General Plan. Therefore, implementation of the Project's proposed residential use would support existing uses in the area and would facilitate the growth envisioned in the City's General Plan.

As development occurs onsite, Project residents would seek shopping, entertainment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. The Project is located near existing retail areas, which would help serve the shopping needs of the future residents. There are several existing retail areas near the Project site within the City and surrounding city of Eastvale. The nearest retails areas to the Project site include Vernola Marketplace located at 6237 Pats Ranch Rd in the City of Jurupa Valley directly to the south of Limonite Avenue and Eastvale Gateway located at 12571 Limonite Avenue in the city of Eastvale directly to west of the I-15.

Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Project involves the development of the Project site with residential uses that would require a General Plan Amendment, Specific Plan Amendment, and Change of Zone. The General Plan

Amendment would amend the General Plan Land Use designation from Medium Density Residential and Business Park to the appropriate designation for the proposed densities (MHDR – Medium High Density Residential; HDR – High Density Residential; VHDR – Very High Density Residential; HHDR - Highest Density Residential; OS-R Open Space Recreation; and OS-B Open Space Water). The Specific Plan Amendment would remove Planning Areas 10, 13, 15 and 20 from the 1-15 Corridor Specific Plan to allow the approximately 153-acres to develop as a residential use. The Change of Zone would change the 153-acre Specific Plan Area zoning from Residential (R-1) and Industrial (I-P) under the I-15 Corridor Specific Plan No. 266 to Vernola Ranch Specific Plan to allow for residential development.

The proposed General Plan Amendment and Change of Zone to allow for a cohesive residential development is not a precedent setting action. Further, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this Project. As identified in EIR Sections 4.1 through 4.18, the Project would be implemented in accordance with applicable regulations and identified mitigation measures, which would ensure there are no conflicts with adopted land development regulations and environmental impacts are minimized. The Project does not propose any precedent-setting actions that, if approved, would specifically allow, or encourage other projects and resultant growth to occur. In the event that another property owner were to propose development or redevelopment of a property in the Project vicinity or in any part of the City, that project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

5.4 IMPACTS CONSIDERED LESS THAN SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR". Based on review of the Project and supporting technical studies, it was determined that the following topical issues would result in no impact or less than significant impacts: Mineral Resources and Wildfire.

5.0.1 MINERAL RESOURCES

Threshold a:	***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*** ***Under the City's local significance threshold, the project would have significant effects if: The project site is located within Mineral Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Figure 4-16-Jurupa Valley Mineral Resources.***

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

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to mineral resources.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of mineral resources.

B. Impact Analysis

No mineral resource extraction activity is known to have ever occurred on the Project site. Figure 4-16 of the City of Jurupa Valley General Plan depicts the Project site as being located within Mineral Resources Zone 3 (MRZ-3), which is defined as "Areas containing known and/or inferred occurrences of undetermined quality, quantity, or significance" (City of Jurupa Valley, 2017a). However, under existing conditions, the Project site is not being actively mined for mineral resources. Accordingly, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California, and no impact would occur. The Project site has a General Plan Land Use designation of Business Park (BP) Commercial Retail (CR), and Medium Density Residential (MDR) and a zoning classification of One– (1) Family Dwelling (R-1), Scenic Highway Commercial (C-P-S), and Industrial Park (I-P) under the I-15 Corridor Specific Plan, none of which are intended for mineral resource extraction. Accordingly, implementation of the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts would occur with respect to the topic of Mineral Resources.

Threshold b:	***Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*** ***Under the City's local significance threshold, the project would have significant effects if: The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.***

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

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to mineral resources.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of mineral resources.

B. Impact Analysis

The General Plan Open Space, Mineral Resources (OS-MIN) land use designation is intended for mineral extraction and processing and includes areas held in reserve for future mineral extraction and processing. The Project site is currently designated Business Park (BP) and Medium Density Residential (MDR). Therefore, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site and no impact would occur.

5.0.2 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire severity zones, would the project:

Threshold a:	***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***
Threshold b:	***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***
Threshold c:	***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***
Threshold d:	***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***
	Screening Criteria: If the project site is not located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.
	Under the City's local significance threshold, the project would have significant effects if: If the project is site located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Projection or located within a High Fire hazard severity zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, impacts may be significant if significance thresholds a through d, above, are met.

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

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to wildfire.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of wildfire.

B. Impact Analysis

According to General Plan Figure 8-10, *Wildfire Severity Zones in Jurupa Valley*, the Project site is in the "Urban-Unzoned" fire hazard area and is thus not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (City of Jurupa Valley, 2017a). As such, no impact would occur.

6.0 ALTERNATIVES

6.1 INTRODUCTION

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

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

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the Project would result in significant adverse environmental effects associated with agriculture and forestry resources, air quality, greenhouse gas (GHG) emissions, and transportation that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The Project's significant and unavoidable impacts are summarized below in Subsection 6.1.2.

6.1.1 PROJECT OBJECTIVES

The goal of the Vernola Ranch Specific Plan is to implement the City of Jurupa Valley's General Plan and establish a contemporary and comprehensive land use policy document for the development of the Vernola Ranch Plan Area by meeting the following objectives.

A. Housing – Provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups.

B. Quality of Life – Create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs.

C. Recreation and Open Space – Develop parks, open space, and an integrated trails network with pedestrian and bicycle amenities to create passive and active recreational opportunities to serve its residents and the surrounding community.

D. Mobility Choices – Provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities, with enhanced connectivity and safety as alternatives to automobile use. Incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City.

E. Diversity – Establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region.

F. Community Design – Facilitate development of infrastructure needed to serve the VRSP through efficiently designed and responsibly phased infrastructure improvements; develop residential neighborhoods with a commitment to quality site design, architecture and landscape design, and enhance the character and quality of the Pats Ranch Road and Bellegrave Avenue.

6.1.2 SUMMARY OF THE PROPOSED PROJECT'S SIGNIFICANT IMPACTS

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

Agriculture and Forestry Resources, Significant Direct and Cumulatively Considerable Impact: The Project would result in the permanent conversion of approximately 170.1 acres of "Prime Farmland" and 6.4 acres of "Unique Farmland" to non-agricultural use. No feasible mitigation measures exist for impacts associated with converting Farmland to non-agricultural use.

Air Quality, Significant Direct and Cumulatively Considerable Impact: The Project's construction-related emissions of NO_X and operational emissions of VOC, NO_X, and CO would exceed the applicable South Coast AQMD regional thresholds and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. Because the Project would exceed South Coast AQMD emissions thresholds it would conflict with Consistency Criterion No. 1 of the Air Quality Management Plan (AQMP), which states that the project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. No feasible mitigation measures exist that would reduce the Project's VOC, NO_X, and CO emissions to levels that are less than significant.

GHG Emissions Generation, Significant Direct and Cumulatively Considerable Impact: Project-related GHG emissions totaling 40,071.64 $MTCO_2e$/yr would exceed the City's GHG emission significance threshold of 3,000 $MTCO_2e$/yr and would result in a cumulatively-considerable impact to the environment. Additionally, the Project does not include all of the 2022 Scoping Plan key project attributes that reduce operational GHG emissions and therefore has potential to impede the State's

ability to achieve the 40% below 1990 level reduction target, resulting in a significant impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

Transportation, Significant Direct and Cumulatively Considerable Impact: The project generated vehicle miles traveled (VMT) is approximately 19.2% higher than the City's threshold under Notice of Preparation year and the cumulative Project generated VMT exceeds the City's cumulative VMT threshold by 22.2%. Therefore, Project-generated VMT would exceed the City's baseline VMT threshold and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's VMT to levels that are less than significant.

6.2 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "no project" alternative). For development projects that include a revision to an existing land use plan, the "no project" alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property), 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, both the "No Project/No Development Alternative" and the "No Project/Existing Specific Plan Alternative" were considered.

6.2.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 200.7-acre Project Site would continue to consist of a corn field with farming support structures and storage/staging facilities. Under this Alternative, no improvements would be made to the Project site and implementation of the Specific Plan would not occur. This alternative is required by CEQA and is included to compare the environmental effects of the Project with an alternative that would leave the Project site undeveloped in its existing condition and to avoid the Project's significant and unavoidable impacts related to air quality, agriculture and forestry resources, GHG emissions, and VMT.

6.2.2 NO PROJECT/EXISTING SPECIFIC PLAN ALTERNATIVE

The No Project/Existing Specific Plan Alternative considers the development of the Specific Plan Area under the existing I-15 Corridor Specific Plan No. 266. The Specific Plan Area is within Planning Areas 10, 13, 15, & 20 of the I-15 Corridor Specific Plan No. 266 and is designated as R-1 (One Family Dwelling), School, and Industrial Park (I-P). Under this alternative, buildout of the I-15 Corridor Specific Plan No. 266 would occur and allow for approximately 504 residential units, a 20.1-acre

industrial park, a 5.0-acre neighborhood park, and a 10-acre potential school. Additionally, the southern 36 acres would also be mass graded under this alternative. Buildout of this alternative would result in a total of 1,890 new residents and 413 employees.

6.2.3 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in residential units, in order to reduce vehicle trips and significant impacts associated with air quality, GHG, and VMT. Under this alternative, a total of 1,261 residential units would be constructed, resulting in a reduction of 315 units. The development area under this alternative would be the same as with the Project. This alternative would generate approximately 4,729 residents assuming an average household size of 3.75, consistent with the City's General Plan Table 2.2. Residential Land Use Statistics and Buildout Projection. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

6.3 ALTERNATIVES CONSIDERED AND REJECTED

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

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

In determining an appropriate range of alternatives to be evaluated in this EIR, alternative sites 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.

6.3.1 ALTERNATIVE SITES

The City considered but rejected an alternative that would develop the Project on an alternative site. In making the decision to include or exclude analysis of an alternative site, the *"key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially*

lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (CEQA Guidelines §15126.6[f][2)].

The 200.7 acre Project site includes the 153 acre Specific Plan Area; 36 acres south of the Specific Plan Area; and approximately 11.7 acres of off-site street improvements on Limonite Avenue, Pat's Ranch Road and Bellegrave Avenue. The Project entails development of the 153-acre Specific Plan Area with residential development with densities ranging from 4 to 25 dwelling units per acre. The Project proposes approximately 1,576 residential dwelling units (single-family, multi-family, townhomes, and other housing types), recreation areas, a network of trails & parks, internal street network, open space, landscaping and street improvements, and includes an overlay for a potential school site located at the northeast portion of the Specific Plan Area. Due to the size of the Project, significant and unavoidable impacts under the topics of air quality, GHG emissions, and VMT would not be avoided or substantially reduced by placing the Project in another location. Most significant unavoidable impacts of the Project are related to its operational aspects and are not site specific, therefore, relocation of the Project would not substantially reduce these impacts. However, significant and unavoidable impacts associated with agricultural resources would be avoided if the Project were moved to a site that is not designated as Prime or Unique farmland.

Regarding the feasibility of finding another potential vacant location for the Project, there are no existing, undeveloped sites that are a similar size as the Project site within close proximity to the key freeway infrastructure (i.e. I-15) and that could reasonably be controlled by the Project Applicant for the purpose of developing the Project. Furthermore, the Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the jurisdiction of the City that could accommodate the Project, an alternative location alternative is not feasible. Accordingly, this alternative is not further considered in the Draft EIR.

6.4 ANALYSIS OF ALTERNATIVES

The City has identified the following alternatives as a range of reasonable alternatives to the Project in accordance with CEQA Guidelines §15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a

comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. As stated, the Project's significant and unavoidable impacts fall under the topics of agricultural and forestry resources, air quality, GHG emissions, and transportation (VMT). Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the Project's impact, (2) a greater impact than would occur under the Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the Project's impacts.

Table 6-2, *Comparison of Alternatives to the Project*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under 6.1.1, *Project Objectives*.

6.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 200.7-acre Project Site would continue to consist of a corn field with farming support structures and storage/staging facilities. Under this Alternative, no improvements would be made to the Project site and implementation of the Specific Plan would not occur. This alternative is required by CEQA and is included to compare the environmental effects of the Project with an alternative that would leave the Project site undeveloped in its existing condition and to avoid the Project's significant and unavoidable impacts related to air quality, agriculture and forestry resources, GHG emissions, and VMT.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The site is occupied by Vernola Ranch, an active corn field utilized for grain with farming support structures and storage/staging facilities on the northern portion of the Project site. The majority of the Project site consists of plowed land, with earthen berms and scattered trees along the extreme edges of the site. Under the No Project/No Development Alternative, the visual character and quality of the site would be maintained in its existing condition. No structures would be introduced on the Project site under this alternative, including the proposed residential buildings, parks, trails, lighting, or landscaping. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

B. Agriculture and Forestry Resources

Section 21095 of the CEQA statute and the State CEQA Guidelines Appendix G define three of the Farmland Mapping and Monitoring Program's (FMMP's) Important Farmland categories—Prime Farmland, Unique Farmland, and Farmland of Statewide Importance —as agricultural lands for

purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered a significant impact. According to the California Department of Conservation (CDC) Important Farmland Finder Map, the majority of Project site (170.1 acres) consist of "Prime Farmland", 6.4 acres of "Unique Farmland", 0.4 acres of "Urban and Built-Up Land", and 12.5 acres of "Other Land," which is defined as land not included in any other mapping category.

The Project site is currently occupied by Vernola Ranch, an active corn field utilized for grain and associated structures since 1985. The No Project/No Development Alternative would leave the property in its existing condition and would not convert Prime Farmland or Unique Farmland to non-agricultural use. Since the Project site would remain in its existing condition under this alternative, no impact would occur. Under this alternative, impacts would be less than the Project because the Project site would not convert Prime Farmland or Unique Farmland to a non-agricultural use. This alternative would eliminate the Project's significant and unavoidable impacts related to agriculture and forestry resources.

C. Air Quality

The No Project/No Development Alternative would avoid the introduction of new potential sources of short-term (construction) and long-term (operational) air pollutant emissions that would occur during the implementation of the Project. Accordingly, all of the Project's short- and long-term air quality impacts would be avoided under this alternative because no construction and operational activities would occur at the Project site. No impacts associated with air quality would occur under this alternative; therefore, this alternative would eliminate the Project's significant and unavoidable air quality impacts.

Although selection of the No Project/No Development Alternative would avoid the implementation of the Project, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for housing in the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the Project's air pollutant emissions and significant and unavoidable air quality impacts to another location in the South Coast Air Basin (SCAB) resulting in the same or greater environmental effects to air quality.

D. Biological Resources

The No Project/No Development Alternative would leave the property in its existing condition. Under this alternative, impacts would be less than the Project because the property would not be disturbed compared to the permanent disturbance that would occur as the result of the Project's proposed development. Accordingly, although the Project would result in less than significant impacts associated with biological resources with incorporation of mitigation measures, the No Project/No Development Alternative would eliminate the Project's potential impacts to burrowing owl and nesting migratory birds, and no mitigation would be required.

E. Cultural Resources

No known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. Given the excellent ground visibility and the indications of decades of plowing, there does not appear to be any potential to encounter archaeological deposits within the Project site's surface area. However, there is a potential to encounter archeological resources in native soils during grading activities. Accordingly, although the Project would result in less than significant impacts associated with cultural resources with incorporation of mitigation measures, this alternative would have no impact related to cultural resources.

F. Energy

Under the No Project/No Development Alternative, the Project site would remain a corn field; therefore, the site would not require near-term or long-term energy resources beyond that which is required for farming operations. Accordingly, although the Project would result in less than significant impacts associated with energy, the No Project/No Development Alternative would have no impact related to energy use.

G. Geology and Soils

The No Project/No Development Alternative would result in no grading of the property; therefore, no impacts to geology or soils would occur. No known paleontological resources were identified as occurring within the Project site under existing conditions. However, research has revealed the presence of early Pleistocene-aged very old alluvial channel deposits mapped at the southern portion of the project. In western Riverside County, old and very old alluvial fan deposits are known to yield terrestrial vertebrate fossils. The No Project/No Development Alternative would avoid potential impacts associated with unearthing previously undiscovered paleontological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface resources that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential paleontological resource impacts and no mitigation would be required.

H. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no development would occur on the Project Site; therefore, there would be no potential sources of near-term or long-term GHG emissions. Selection of this alternative would eliminate all of the Project's near- and long-term effects associated with GHG emissions and no impacts associated with GHG emissions would occur under this alternative.

Although selection of the No Project/No Development Alternative would prevent the Project Site from new development, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for housing within the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the

Project's GHG emissions to another location in the SCAB resulting in the same or greater environmental effects related to GHG emissions.

I. Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no impacts related to hazards or hazardous materials would occur. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Project. Accordingly, although the Project would result in less than significant impacts associated with hazards or hazardous materials with incorporation of mitigation measures, this alternative would have no impact related to hazards or hazardous materials.

J. Hydrology and Water Quality

The No Project/No Development Alternative would result in no grading or development of the property; therefore, no impacts to hydrology or water quality would occur. However, no drainage improvements or water quality features would be installed and runoff would continue to sheet flow onto the surrounding streets where the flows are captured by existing systems. Therefore, water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed by the Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Project.

K. Land Use and Planning

The No Project/No Development Alternative would not result in any new development that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Therefore, implementation of this alternative would result in less than significant impacts related to land use and planning.

L. Noise

Because no development would occur on the Project site under this alternative, no construction-related, or new sources of stationary and off-site traffic noise would be generated; therefore, the No Project/No Development Alternative would not contribute to an increase in area-wide noise levels that would occur under the Project. Accordingly, the alternative would result in no noise impacts.

M. Population and Housing

Population growth would not occur under the No Project/No Development Alternative because no new housing, or other infrastructure would be constructed. Accordingly, the No Project/No Development Alternative would have no impact related to population and housing.

N. Public Services

Under the No Project/No Development Alternative, the Project site would remain a corn field. There would be no increase in demand for fire protection, police protection, schools, or libraries. Accordingly, the alternative would have no impact related to public services.

O. Recreation

Under the No Project/No Development Alternative, no new residents would be introduced to the Project, which would reduce potential impacts resulting from additional demand on parks and recreational facilities in the City. Accordingly, the alternative would have no impact related to recreation.

P. Transportation

Under the No Project/No Development Alternative, no new development would occur on the Project site and no new vehicle miles traveled would be generated at the Project site. Therefore, this alternative would have no impacts related to transportation and would eliminate significant and unavoidable transportation impacts related to VMT that occur with the Project.

Q. Tribal Cultural Resources

Based upon decades of plowing associated with farming activities on the Project site, there is a low potential to encounter tribal cultural resources at or near surface levels. However, there is potential that resources could be encountered during ground-disturbing construction activities in native soils. The No Project/No Development Alternative would continue the current activities but no new development or grading into native soil would occur. As such, this alternative would not result in impacts to undiscovered tribal cultural resources. Accordingly, implementation of this alternative would have no impacts related to tribal cultural resources.

R. Utilities and Service Systems

The Project site generates minimal need for utilities under the existing condition, including domestic water, wastewater treatment, or solid waste disposal; therefore, the implementation of this alternative would avoid the increases in the demand for utilities and service systems that would be generated by the Project. Accordingly, the alternative would have no impacts associated with utilities and service systems.

S. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would result in no physical environmental impacts to the Project site. All significant and unavoidable impacts of the Project would be eliminated or lessened by the selection of the No Project/No Development Alternative. However, this alternative would not

receive the benefit from the proposed stormwater drainage and water quality filtration features that would be constructed by the Project.

2. Attainment of Project Objectives

The No Project/No Development Alternative would fail to meet all of the Project's objectives, as described in Subsection 6.1.1.

6.4.2 NO PROJECT/EXISTING SPECIFIC PLAN ALTERNATIVE

The No Project/Existing Specific Plan Alternative considers the development of the Specific Plan Area under the existing I-15 Corridor Specific Plan No. 266. The Specific Plan Area is within Planning Areas 10, 13, 15, & 20 of the I-15 Corridor Specific Plan No. 266 and is designated as R-1 (One Family Dwelling), School, and Industrial Park (I-P). Under this alternative, buildout of the I-15 Corridor Specific Plan No. 266 would occur and allow for approximately 504 residential units, a 20.1-acre industrial park, a 5.0-acre neighborhood park, and a 10-acre potential school. Additionally, as shown in Table 6-1, *Buildout of I-15 Corridor Specific Plan No. 266*, the southern 36 acres would also be mass graded under this alternative. Buildout of this alternative would result in a total of 1,890 new residents[1] and 413 employees.[2]

Table 6-1 Buildout of I-15 Corridor Specific Plan No. 266

Planning Area	Designation	Gross Acres	Units	Residents/Employees
11[1]	Commercial	32.3	n/a	n/a
20	Industrial Park	20.1	n/a	363
10, 13	Multi-Family	132.7	504	1,890
15	School	10.0	n/a	50
21	Park	5.0	n/a	n/a
Total	--		504	1,890 residents 413 employees

[1] No development assumed to occur under Planning Area 11 for purposes of this analysis to provide an apples to apples comparison of impacts to the proposed Project.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The No Project/Existing Specific Plan Alternative would have the same development area as the Project. The existing corn field site would be replaced with 504 residential units, 20.1-acre of industrial park, 5.0-acre neighborhood park, and potential 10-acre school. This alternative would also include

[1] Based on an average household size of 3.75, consistent with the City's General Plan Table 2.2. Residential Land Use Statistics and Buildout Projection

[2] Based on 1 employee per 1,200 square feet for industrial land uses consistent with the City's General Plan (Jurupa Valley, 2017b, Table 2.3). The calculation of industrial employees assumes an average floor area ratio for industrial uses of 50 percent. Additionally, 50 employees are assumed for the school site.

design features similar to the Project to create aesthetically pleasing buildings and site design. Landscaping would include throughout the streetscapes and entry/intersection treatments and various landscapes will be utilized to distinguish the hierarchy of streets (Webb, 1993). Accordingly, implementation of the Reduced Intensity Alternative would result in similar impacts as compared to the Project and would be less than significant.

B. Agriculture and Forestry Resources

The majority of Project site (170.1 acres) consists of "Prime Farmland", 6.4 acres of "Unique Farmland", 0.4 acres of "Urban and Built-Up Land," and 12.5 acres of "Other Land." The No Project/Existing Specific Plan Alternative would cover the same development impact area as the Project; and therefore, would result in the conversion of agricultural land to non-agricultural uses. Similar to the Project, no feasible mitigation measures exist for impacts associated with converting Farmland to non-agricultural use. Therefore, this alternative would not reduce the Project's impacts related to agriculture and forestry resources to less than significant level and a significant and unavoidable impact would remain.

C. Air Quality

The No Project/Existing Specific Plan Alternative would have the same development impact area as the Project. Therefore, although the type of construction would be different under this alternative due to the proposed uses, implementation of the No Project/Existing Specific Plan Alternative would result in similar impacts from construction-related air quality that would occur from implementation of the Project and construction impacts of NOx emissions would remain significant and unavoidable.

The Project's operational emissions of VOC, NO_X, and CO would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of VOC, NO_X, and CO and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's VOC, NO_X, and CO emissions to levels that are less than significant.

The No Project/Existing Specific Plan Alternative would have a reduced amount of residential units and increased building square footage for Industrial Park uses. The No Project/Existing Specific Plan Alternative would reduce the number of vehicle trips, which is calculated based on land use. According to the I-15 Corridor Specific Plan EIR, the No Project/Existing Specific Plan Alternative would generate approximately a total of 11,458 daily trips[3] (Webb, 1992), compared to the Project's 13,334 trips, leading to a decrease of 1,876 trips. Therefore, this alternative would decrease the Project's operational air quality emissions. However, impacts related to VOC, NO_X, and CO emissions would remain significant and unavoidable.

[3] Refer to Table V-11 in the I-15 Corridor Specific Plan No. 266 EIR. The Project site encompasses the entire Zone 4 and 6. However, in order to calculate the trips for the Specific Plan area only, trips generated under Planning Area 20 (20.1 acres of Industrial Park) is prorated from the total trips from Zone 6. Therefore, the No Project/Existing Specific Plan Alternative would result in a total of 11,458 trips (3,078 from Zone 4 + 8,380 from Zone 6).

D. Biological Resources

The No Project/Existing Specific Plan Alternative would result in the same development impact area as the Project site. Impacts to burrowing owls and nesting migratory birds would continue to occur and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar compared to the Project.

E. Cultural Resources

The No Project/Existing Specific Plan Alternative would result in the same development impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. Given the excellent ground visibility and the indications of decades of plowing, there does not appear to be any potential to encounter surface archaeological deposits within the Project. However, there is a potential to encounter archeological resources in native soils during grading activities. Therefore, impacts to cultural resources from the No Project/Existing Specific Plan Alternative would be similar to those associated with the Project and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level.

F. Energy

Under the No Project/Existing Specific Plan Alternative, the total residential units would be reduced, however there would be an increase in building square footage for Industrial Park uses. In general, industrial uses have a higher energy demand than residential uses. However, with the reduction in residential units, building energy demand would be reduced compared to the Project, Additionally, the No Project/Existing Specific Plan Alternative would result in a decrease of 1,876 trips. The decrease in vehicle trips associated with this alternative would decrease fuel consumption. Therefore, operational activities associated with this alternative would have decreased energy demand compared to the Project. Impacts would remain less than significant.

G. Geology and Soils

Grading and development of the Project site would still occur under the No Project/Existing Specific Plan Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the No Project/Existing Specific Plan Alternative would be similar to those associated with the Project.

H. Greenhouse Gas Emissions

The No Project/Existing Specific Plan Alternative would have the same development impact area as the Project. Although the type of construction would be different under this alternative due to the proposed uses, implementation of the No Project/Existing Specific Plan Alternative would result in

similar impacts from construction related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the applicable South Coast AQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The No Project/Existing Specific Plan Alternative would have reduced residential units and an increase building square footage for Industrial Park uses. This alternative would result in a decrease of 1,876 vehicle trips, which is approximately 14.07 percent. Therefore, this alternative would still result in significant and unavoidable GHG impacts since it would exceed the threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable and greater compared to the Project.

I. Hazards and Hazardous Materials

The No Project/Existing Specific Plan Alternative would develop the Project site for the residential and industrial uses, and therefore similar type of hazardous materials typically used for construction and operation of the Project would be used under the No Project/Existing Specific Plan Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were contaminated soils on the Project site from use of pesticides, therefore construction activities may involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials with implementation of mitigation measures.

J. Hydrology and Water Quality

The No Project/Existing Specific Plan Alternative would reduce the total number of residential units and increase building square footage for Industrial Park uses; however, regardless of the area of impervious surfaces, stormwater impacts would be similar compared to the Project due to mandatory compliance with the WQMP. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facilities. The No Project/Existing Specific Plan Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

K. Land Use and Planning

The No Project/Existing Specific Plan Alternative would not require a general plan amendment, zone change, and specific plan amendment to implement the development. This alternative's land use was accounted for in the modeling for the SCAG's SCS/RTP. Therefore, this alternative is consistent with

the SCS/RTP (Connect SoCal) policies, the City's General Plan, and Municipal Code. Therefore, the No Project/Existing Specific Plan Alternative would result in a less than significant impact related to land use and planning and similar impacts compared to the Project.

L. Noise

Construction noise impacts would be similar under the No Project/Existing Specific Plan Alternative because although this alternative result in reduced residential units, square footage for Industrial Park uses would increase. Additionally, this alternative would have the same development impact area as the Project. Although the construction time and duration would be different, construction of this alternative would generate similar peak noise volumes and similar type and volume of construction noise as the Project.

Traffic-generated noise sources would decrease due to the decrease of vehicle trips generated by the Project. However, stationary operational noise could increase under this alternative compared to the Project due to industrial uses generating more noise (loading and unloading, truck movements, parking lot vehicle movements, etc.) than residential uses. Overall, noise impacts from the No Project/Existing Specific Plan Alternative would be less than the Project due to the decrease in traffic-generated noise sources.

M. Population and Housing

Under the No Project/Existing Specific Plan Alternative, buildout would result in a total of 1,890 new residents, based on an average household size of 3.75, which would result in 4,020 fewer residents than the Project's generated 5,910 residents. However, the number of employees generated from the Industrial Park use would increase by 363 employees[4]. Under this alternative and similar to the Project, the population, housing, and employment at buildout would be consistent with both SCAG and City growth forecast. Overall, impacts related to population and housing would remain less than significant with this alternative and similar to the Project.

N. Public Services

Under the No Project/Existing Specific Plan Alternative, buildout would result in 4,020 fewer residents, but increase in 363 employees. This would result in overall similar demands placed on public services, including fire protection and law enforcement. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the No Project/Existing Specific Plan Alternative would be less than significant but reduced when compared to the Project.

[4] Based on 1 employee per 1,200 square feet for industrial land uses consistent with the City's General Plan (Jurupa Valley, 2017b, Table 2.3). The calculation of industrial employees assumes an average floor area ratio for industrial uses of 50 percent.

O. Recreation

Under the No Project/Existing Specific Plan Alternative, fewer residents would be introduced to the Project, which would reduce potential impacts resulting from additional demand on parks and recreational facilities in the City. This alternative would include 5-acres of neighborhood park. Pursuant to Section 7.25.020(H)(2) of the City's Municipal Code, population for the purposes of parks and recreation would be 1,180. Based on the requirements of 3 acres of parkland per 1,000 residents, buildout under this alternative would require a total of 3.54 acres of parkland.

Similar to the Project, the proposed 5 acres of open space and surrounding parks provides more than adequate park and recreational facilities in the Project site to accommodate the future residences such that implementation of the No Project/Existing Specific Plan Alternative would not cause the deterioration of existing facilities. This alternative would be also required to pay development impact fees, which would further reduce any indirect Project impacts related to recreational facilities. Overall, impacts associated with recreation under the No Project/Existing Specific Plan Alternative would be less than significant and similar to the Project.

P. Transportation

Construction and operation-related vehicle truck trips would be reduced under the No Project/Existing Specific Plan Alternative. VMT impacts are determined based on VMT per Service Population, which is a function of trip generation, trip length, and service population (residents + employees). As discussed above, the Project would result in a decrease of 1,876 vehicle trips compared to the Project. However, this alternative would also result in a reduction in service population. As a result, the No Project/Existing Specific Plan Alternative would result in reduced VMT impacts compared to the Project but would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable.

Q. Tribal Cultural Resources

The No Project/Existing Specific Plan Alternative would result in a similar potential to adversely affect any tribal cultural resources on the Project site as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the No Project/Existing Specific Plan Alternative would be similar to those associated with the Project.

R. Utilities and Service Systems

The No Project/Existing Specific Plan Alternative would reduce the total residential units by 1,702 and increase the square footage of Industrial Park uses. This would reduce the number of residents on the Project site and increase the number of employees. The water and wastewater generation rates are based on the residential density ranges and land uses.

Under the scenario where the school would be built, the Project would result in a potable water demand of 371 acre-feet per year (AFY) and 331,125 gallons per day. (Webb, 2022, pp. 17-18)

Using the water demand rate from the JCSD's Master Water Plan for Industrial Park uses, implementation of the Project would generate the need for water at a rate of 1.52 acre-feet per year per acre. Under the No Project/Existing Specific Plan Alternative, a total of approximately 20.1 acres of Industrial Park would be developed, resulting in a water demand of 30.5 AFY or 27,228 gallons per day. Additionally, the alternative would result in a reduction of 1,072 residential units. Therefore, the demand for regional water supplies and generation of wastewater would be less than the Project. Thus, the impacts related to water supplies and wastewater would be less than the less than significant impacts that would occur from implementation of the proposed Project. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the Project.

S. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/Existing Specific Plan Alternative would result in reduced impacts related to air quality, energy, greenhouse gas emissions, public services, transportation, and utilities and service systems due to the reduction in residential units and associated vehicular trips. However, significant and unavoidable impacts related to agriculture and forestry resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, recreation, and tribal cultural resources would be similar to the Project.

2. Attainment of Project Objectives

The No Project/Existing Specific Plan Alternative would only partially meet most of the Project's objectives, as described in Subsection 6.1.1. This alternative would only partially meet Objective A, provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups, Objective B, create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs, due to a reduce residential units, and Objective E, establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region, due to the reduction of units compared to the Project.

6.4.3 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in residential units, in order to reduce vehicle trips and significant impacts associated with

air quality, GHG, and VMT. Under this alternative, a total of 1,261 residential units would be constructed, resulting in a reduction of 315 units. The development area under this alternative would be the same as with the Project. This alternative would generate approximately 4,729 residents assuming an average household size of 3.75, consistent with the household size reported in the City's General Plan Table 2.2. Residential Land Use Statistics and Buildout Projection. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The Reduced Intensity Alternative would have the same development area as the Project. The existing corn field site would be replaced with 1,261 units of single-family, multi-family, townhomes, and other housing types, recreation areas, a network of trails & parks, internal street network, open space, landscaping and street improvements as the Project. This alternative would also include design features similar to the Project to create aesthetically pleasing buildings and site design. Similar to the Project, wall and fencing would be provided throughout the Specific Plan Area to provide visual and physical privacy sight lines for views, buffering between different uses, and to allow for privacy and security in residential areas. Landscaping would include throughout the community open spaces including streetscapes, community entries, recreational amenities, perimeter edges and open spaces. Accordingly, implementation of the Reduced Intensity Alternative would result in the same impacts as compared to the Project and would be less than significant.

B. Agriculture and Forestry Resources

The majority of Project site (170.1 acres) consists of "Prime Farmland", 6.4 acres of "Unique Farmland", 0.4 acres of "Urban and Built-Up Land", and 12.5 acres of "Other Land". The Reduced Intensity Alternative would cover the same development impact area as the Project; and therefore, would result in the conversion of agricultural land to non-agricultural uses. Similar to the Project, no feasible mitigation measures exist for impacts associated with converting Farmland to non-agricultural use. Therefore, this alternative would not reduce the Project's impacts related to agriculture and forestry resources to less than significant level and a significant and unavoidable impact would remain.

C. Air Quality

The Reduced Intensity Alternative would have a reduced amount of residential units and associated building square footage. Therefore, implementation of the Reduced Intensity Alternative would have a reduced construction duration and result overall less construction-related air quality impacts compared to the Project; although, peak day emissions would be similar to the Project. Therefore, construction-related air quality impacts would remain significant and unavoidable.

The Project's operational emissions of VOC, NO_X, and CO would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of VOC, NO_X, and CO and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable

net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's VOC, NO_X, and CO emissions to levels that are less than significant.

The Reduced Intensity Alternative would reduce the number of vehicle trips by approximately 20 percent, which is calculated based on population and number of residential units. After mitigation measures, the Project would generate a maximum of 119.56, 116.52, and 913.89 pounds per day of VOC, NO_X, and CO during summer and 107.77, 121.47, and 673.31 pounds per day of VOC, NO_X, and CO. Under the Reduced Intensity Alternative, the volume of NO_X emissions would be reduced to approximately 95.65, 93.22, and 731.11 pounds per day of VOC, NO_X, and CO during summer and 86.21, 97.18, and 538.65 pounds per day of VOC, NO_X, and CO during winter, respectively. The South Coast AQMD threshold for VOC, NO_X, and CO are 75, 100, and 550, respectively. Therefore, this alternative would reduce the Project's operational air quality emissions and eliminate a significant and unavoidable impact association with NO_X emissions during both summer and winter and CO emissions during winter. However, impacts related to VOC emissions during both summer and winter and CO emissions during summer would remain significant and unavoidable.

D. Biological Resources

The Reduced Intensity Alternative would have the same development impact area as the Project site. Impacts to burrowing owls and nesting migratory birds would continue to occur and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar compared to the Project.

E. Cultural Resources

The Reduced Intensity Alternative would have the same development impact area as the Project site. No known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. Given the excellent ground visibility and the indications of decades of plowing, there does not appear to be any potential to encounter archaeological deposits within the Project. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the Project.

F. Energy

Under the Reduced Intensity Alternative, the total residential units and associated building square footage would be reduced and building energy demand would also be reduced by approximately 20 percent due to a proportional decrease in building energy consumption and fuel from the reduction in vehicle trips. Additionally, the reduction in vehicle trips associated with this alternative would reduce fuel consumption. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project. Impacts would remain less than significant.

G. Geology and Soils

Grading and development of the Project site would still occur under the Reduced Intensity Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Reduced Intensity Alternative would be similar to those associated with the Project.

H. Greenhouse Gas Emissions

The Reduced Intensity Alternative would have the same development impact area. Therefore, implementation of the Reduced Intensity Alternative would result in similar impacts from construction-related GHG emissions as the Project.

As previously discussed, Project-related GHG emissions would exceed the applicable South Coast AQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

The Reduced Intensity Alternative would decrease vehicle trips by 20 percent, which is calculated based on population and number of residential units. The Project would result in a net increase of 40,071.64 $MTCO_2E$ per year, which would be reduced by approximately 20 percent to 32,057.31 $MTCO_2E$ per year under the Reduced Intensity Alternative. This alternative would still result in significant and unavoidable GHG impacts since it would exceed the threshold of 3,000 $MTCO_2E$ per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but slightly reduced compared to the Project.

I. Hazards and Hazardous Materials

The Reduced Intensity Alternative would develop the Project site for the same uses, and therefore the same type of hazardous materials typically used for construction and operation of the Project would be used under the Reduced Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were contaminated soils on the Project site from the use of pesticides, therefore construction activities may involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials with the implementation of mitigation measures.

J. Hydrology and Water Quality

The Reduced Intensity Alternative would reduce the total number of residential units and building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion,

and water quality. Like the Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

K. Land Use and Planning

The Reduced Intensity Alternative would require a general plan amendment, zone change, specific plan amendment to implement the development similar to the Project. This alternative would have similar consistency with the SCAG's SCS/RTP policies, the City's General Plan, and Municipal Code. Therefore, the Reduced Intensity Alternative would result in a less than significant impact related to land use and planning and be similar compared to the Project.

L. Noise

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would decrease the total number of residential units by 20 percent. Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in residential units. Noise impacts from the Reduced Intensity Alternative would be the less than significant and reduced compared to the Project.

M. Population and Housing

Under the Reduced Intensity Alternative, buildout would result in a total of 4,729 new residents, which is 1,169 fewer residents than the Project's generated 5,847 residents. Additionally, the number of employees generated from the potential school would remain the same. However, under this alternative and similar to the Project, the population, housing, and employment at buildout would be consistent with both SCAG and City growth forecast. Overall, impacts to population and housing would remain less than significant with this alternative and less compared to the Project due to the decrease in new residents.

N. Public Services

Under the Reduced Intensity Alternative, development would be reduced by approximately 20 percent. This would result in a corresponding reduction in demands placed on public services, including fire protection and law enforcement. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Reduced Intensity Alternative would be less than significant but reduced when compared to the Project due to the decrease in demand on public services.

O. Recreation

Under the Reduced Intensity Alternative, fewer residents would be introduced to the Project, which would reduce potential impacts resulting from additional demand on parks and recreational facilities in the City. Similar to the Project, this alternative would include an increase in acreage of community-wide system of open space land and amenity areas due to the reduction in residential development. Pursuant to Section 7.25.020(H)(2) of the City's Municipal Code, population for the purposes of parks and recreation would be 3,138. Based on the requirements of 3 acres of parkland per 1,000 resident, buildout under this alternative would require a total of 9.4 acres of parkland. Similar to the Project, the proposed 20.97 acres open space provides more than adequate park and recreational facilities in the Project site to accommodate the future residences such that implementation of the Reduced Intensity Alternative would not cause the deterioration of existing facilities. This alternative is also require to pay development impact fees, which would further reduce any indirect Project impacts related to recreational facilities. Overall, impacts associated with recreation under the Reduced Intensity Alternative would be less than significant and similar to the Project.

P. Transportation

Construction and operation-related vehicle trips would be reduced by approximately 20 percent under the Reduced Intensity Alternative. This would result in a corresponding decrease in overall VMT and proportional decrease in population and residential units. Therefore, the resulting Home Based VMT would be similar to the Project since it is based on Project generated VMT divided by number of population and residential units. As a result, the Reduced Intensity Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable and similar to the Project.

Q. Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources on the Project site as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the Project.

R. Utilities and Service Systems

The Reduced Intensity Alternative would reduce the total residential units by 20 percent. This would reduce the number of residents on the Project site and the demand for utilities and service systems. The water and wastewater generation rates are based on the residential density ranges and land uses. Therefore, the demand for regional water supplies and generation of wastewater would be reduced by approximately 20 percent compared to the Project. Thus, the impacts related to water supplies and wastewater would be less than the less than significant impacts that would occur from implementation of the proposed Project. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the Project.

S. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would result in reduced impacts related to: air quality, energy, greenhouse gas emissions, noise, population and housing, recreation, public services, and utilities and service systems due to the reduction in residential units and associated vehicular trips. However, significant and unavoidable impacts related to agriculture and forestry resources, air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, agricultural and forestry resource, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, transportation, and tribal cultural resources would be similar to the Project.

2. Attainment of Project Objectives

The Reduced Intensity Alternative would only partially meet most of the Project's objectives, as described in Subsection 6.1.1. This alternative would only partially meet Objective A, provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups, due to reduced residential units and not maximizing the buildout potential of the Project site. This alternative would also only partially meet Objective E, establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region, due to the reduction of units compared to the Project and not maximizing the buildout potential of the Project site.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or development. There would be no impacts associated with a cumulatively considerable increase of VOC, NO_x, and CO during operation, and no cumulative impacts related to agriculture and forestry resources, GHG emissions and transportation. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not receive any benefits from the stormwater drainage and water quality filtration features that would be constructed by the Project. Additionally, none of the Project objectives would be met.

The Reduced Intensity Alternative is environmentally superior to the Project. As shown in Table 6-2, the Reduced Intensity Alternative would have less impacts under eight of the environmental topical areas. The reduction in impacts is due to the fact that the use would have reduced vehicular trips, which

would result in a reduction in operational-related impacts, including air quality, GHG emissions, energy, and noise impacts. However, this alternative would not eliminate the Project's significant unavoidable impacts related to agriculture and forestry resources, air quality (except for operational NOx emissions), GHG emissions, and transportation. Additionally, the Reduced Intensity Alternative would only partially meet most of the Project's objectives.

Table 6-2 Comparison of Alternatives to the Project

Impact Area	Project	No Project/ No Development	No Project/Existing Specific Plan	Reduced Intensity
Aesthetics	LTS	No Impact (less)	LTS (similar)	LTS (similar)
Agriculture and Forestry Resources	SU	No Impact (less)*	SU (similar)	SU (similar)
Air Quality				
Construction	SU	No Impact (less)*	SU (similar)	LTS/M (less)*
Operation	SU	No Impact (less)*	SU (less)	SU (less)
Biological Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)
Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)
Energy	LTS	No Impact (less)	LTS (less)	LTS (less)
Geology and Soils	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)
GHG Emissions	SU	No Impact (less)*	SU (less)	SU (less)
Hazards and Hazardous Materials	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)
Hydrology and Water Quality	LTS	No Impact (greater)	LTS (similar)	LTS (similar)
Land Use and Planning	LTS	LTS (less)	LTS (similar)	LTS (similar)
Noise				
Construction	LTS	No Impact (less)	LTS (similar)	LTS (less)
On-site Operations	LTS	No Impact (less)	LTS (similar)	LTS (less)
Off-site Traffic-Related	LTS	No Impact (less)	LTS (less)	LTS (less)
Population and Housing	LTS	No Impact (less)	LTS (similar)	LTS (less)
Public Services	LTS	No Impact (less)	LTS (less)	LTS (less)
Recreation	LTS	No Impact (less)	LTS (similar)	LTS (less)
Transportation	SU	No Impact (less)*	SU (less)	SU (similar)
Tribal Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)	LTS/M (similar)
Utilities and Service Systems	LTS	No Impact (less)	LTS (less)	LTS (less)

LTS = Less than Significant; LTS/M = Less than Significant with Mitigation; SU = Significant and Unavoidable
* = Eliminates SU impact.

Table 6-2 Comparison of Alternatives to the Project (Cont.)

Project Objectives	No Project/ No Development	No Project/Existing Specific Plan	Reduced Intensity
A. Housing – Provide a range of housing opportunities in a diverse mix of neighborhoods to support an array of housing choices for a variety of population, lifestyles and family groups.	Not met	Partially Met	Partially Met
B. Quality of Life – Create a master planned neighborhood that has a unique character and quality with a commitment to exemplary living, working, and recreational environments by providing a mix of uses that includes residential, and recreational opportunities that meet local, community, and regional needs.	Not met	Partially Met	Met
C. Recreation and Open Space – Develop parks, open space, and an integrated trails network with pedestrian and bicycle amenities to create passive and active recreational opportunities to serve its residents and the surrounding community.	Not met	Met	Met
D. Mobility Choices – Provide a comprehensive circulation network with integrated mobility options including pedestrian and bicycle amenities, with enhanced connectivity and safety as alternatives to automobile use. Incorporate enhanced traffic calming design elements and multi-modal systems that facilitate the ultimate vision of the City.	Not met	Met	Met
E. Diversity – Establish a planning and zoning concept that is responsive to the market by implementing a comprehensive Specific Plan that contains a variety of housing, recreation land uses to reduce the vehicle miles driven in the region.	Not met	Partially Met	Partially Met
F. Community Design – Facilitate development of infrastructure needed to serve the VRSP through efficiently designed and responsibly phased infrastructure improvements; develop residential neighborhoods with a commitment to quality site design, architecture and landscape design, and enhance the character and quality of the Pats Ranch Road and Bellegrave Avenue.	Not met	Met	Met

7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF JURUPA VALLEY

City of Jurupa Valley, Community Development Department
Senior Planner
Rob Gonzalez

City of Jurupa Valley, Community Development Department
CEQA Administrator
Ernest Perea

7.1.2 T&B PLANNING, INC.

Nicole Morse, Esq.
Principal

Tracy Chu
Assistant Project Manager

Justin Nguyen
Environmental Analyst

Cristina Maxey
GIS/Graphics Manager

Rhea Smith
GIS/Graphics Technician

7.2 DOCUMENTS INCORPORATED BY REFERENCE

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

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7.3 PERSONS CONSULTED/WRITTEN OR VERBAL COMMUNICATION

7.3.1 TRIBAL CULTURAL CONSULTATION

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
Patricia Garcia-Plotkin, Director

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson

Cabazon Band of Mission Indians
Doug Welmas, Chairperson

Cahuilla Band of Indians
Daniel Salgado, Chairperson

Gabrielino Band of Mission Indians – Kizh Nation
Andrew Salas, Chairman
Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator

Gabrielino-Tongva Tribe
Charles Alvarez

Los Coyotes Band of Cahuilla and Cupeño Indians
Ray Chapparosa, Chairperson

Morongo Band of Mission Indians
Robert Martin, Chairperson
Ann Brierty, THPO

Pala Band of Mission Indians
Shasta Gaughen, Tribal Historic Preservation Officer

Pechanga Band of Luiseno Indians
Paul Macarro, Cultural Resources Coordinator
Mark Macarro, Chairperson

Quechan Tribe of the Fort Yuma Reservation
Manfred Scott, Acting Chairman
Jill McCormick, Historic Preservation Officer

Ramona Band of Cahuilla
John Gomez, Environmental Coordinator
Joseph Hamilton, Chairperson

Rincon Band of Luiseno Indians
Bo Mazzetti, Chairperson
Cheryl Madrigal, Tribal Historic Preservation Officer

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
Isaiah Vivanco, Chairperson

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator