

August 2023 | Initial Study/Mitigated Negative Declaration

PATRIOT HIGH SCHOOL STADIUM IMPROVEMENTS

Jurupa Unified School District

Prepared for:

Jurupa Unified School District

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
BMPs	best management practices
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
EAP	emergency action plan
Fc	foot candles
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPO	emergency operations plan
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration

Abbreviations and Acronyms

FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
GHG	greenhouse gases
HS	high school
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
JARPD	Jurupa Area Recreation and Park District
JCSD	Jurupa Community Services District
JUSD	Jurupa Unified School District
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LCFS	low-carbon fuel standard
LRA	local responsibility area
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MMT	million metric tons
MRZ	Mineral Resource Zones
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MTCO _{2w}	metric tons of carbon dioxide equivalent
NAHC	Native American Heritage Commission
NO _x	nitrogen oxides
O ₃	ozone
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
PRD	permit registration documents
RCA	Riverside Conservation Authority
RCNM	roadway construction noise model
RCSD	Riverside County Sheriff's Department
RTP/SCS	Regional Transportation Plan/ Sustainable Communities Strategy
SB	Senate Bill

Abbreviations and Acronyms

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLM	sound level meter
SoCAB	South Coast Air Basin
SO _x	sulfur oxides
SR	State Route
SRA	source receptor area [or state responsibility area]
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resources
USFWS	United States Fish and Wildlife Service
UWMP	urban water management plan
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VT	vehicle miles traveled
VOC	volatile organic compound
WQCP	Water Quality Control Plan

1. Introduction

Jurupa Unified School District (JUSD or District) proposes to renovate the existing stadium and add field lighting to the varsity baseball field at Patriot High School (proposed project). The proposed project would install new stadium lights, a new scoreboard, new home and visitor bleachers, and construct a concession/restroom building and metal screening. The bleacher capacity would increase from 585 seats to 3,530 seats (combined home and visitor bleachers). In addition to the proposed improvements to the football stadium, the District also intends to add new lights at the varsity baseball field (proposed project). The proposed project would be constructed in three phases.

In compliance with the California Environmental Quality Act (CEQA), the Jurupa Unified School District, as lead agency, is preparing the environmental documentation for the proposed project to determine if approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an initial study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an environmental impact report, negative declaration (ND), or mitigated negative declaration (MND) would provide the necessary environmental documentation and clearance for the proposed project. This initial study has been prepared to support the adoption of an MND.

1.1 PROJECT LOCATION

Patriot High School (HS) is part of the Jurupa Unified School District and is located at 4355 Camino Real in the City of Jurupa Valley in the northwestern side of Riverside County. The Patriot High School Stadium (proposed project) would be developed within the existing school campus. Specifically, the proposed project encompasses approximately 11.3 acres of the southern half of campus, of the approximately 50-acre campus (project site) (JUSD 2006). The proposed project would disturb up to 1.65 acres of the project site and would not impact other areas of the campus.

Regional access to the Patriot HS campus is provided by State Route (SR) 60 located 0.35 miles north of the project site and Interstate 15 located approximately 6 miles west (see Figure 1, *Regional Location*). Patriot HS is bounded by Mission Boulevard to the north, Camino Real and single-family residential uses to the east, Jurupa Road to the south, and Bethel Road and Garth Street to the west. The project site is bound by Patriot High School campus to the north, softball diamonds to the east, Jurupa Road to the south, and a baseball diamond and a campus parking lot to the west (Figure 2, *Local Vicinity*).

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1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Development and Use

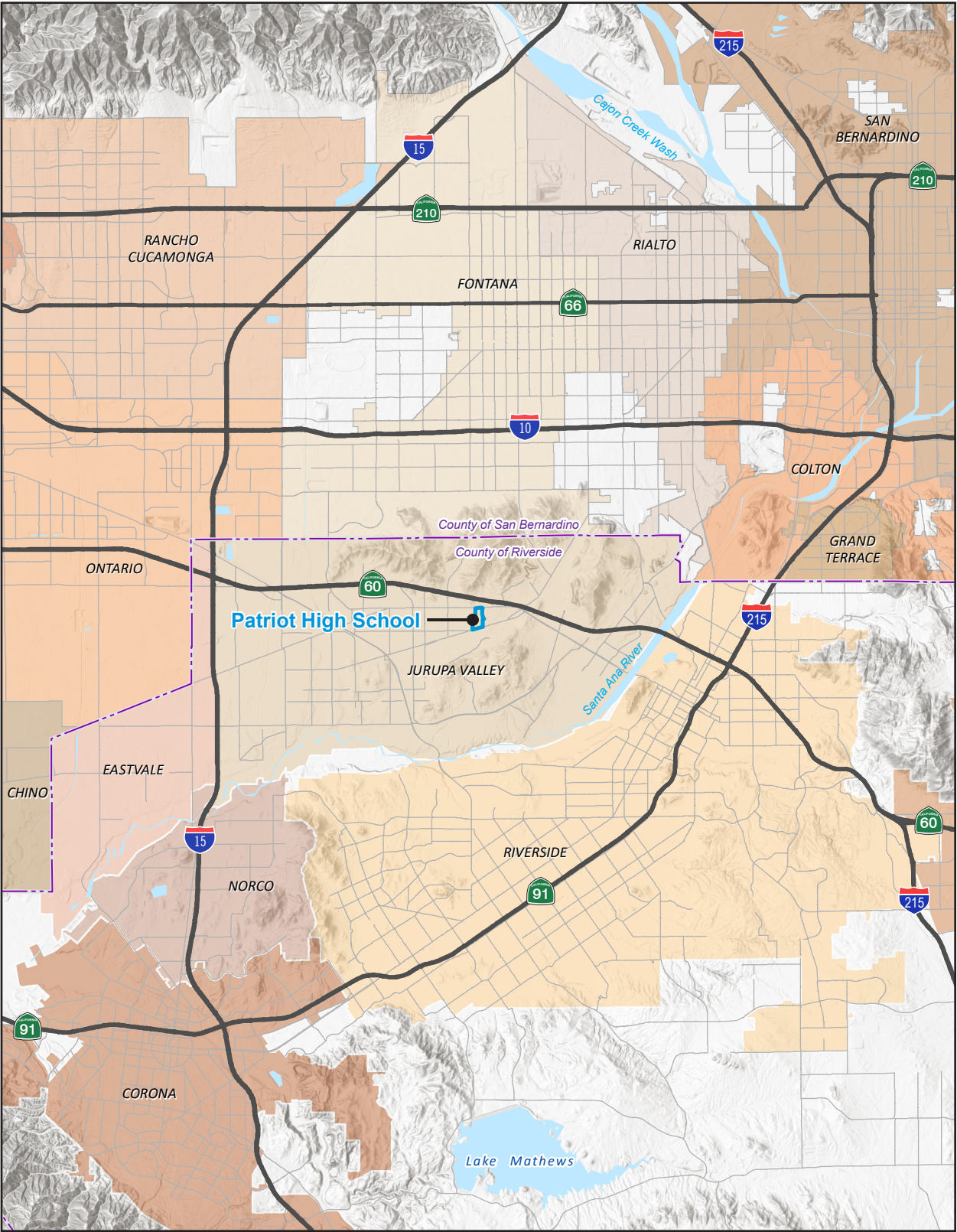
Patriot HS campus is approximately 50 acres in size. The northern portion of the campus is configured with 14 one to two-story permanent buildings that house classrooms, multipurpose room, gymnasium, the Staci A. Della Rocco Performing Arts Theater, and school administration that form the campus core. There is also a hard top with 10 modular classroom buildings and basketball courts to the west of the administration and library building and five modular classrooms located near the northeast side of the campus. The southern half of the campus is developed with athletic facilities, which include eight tennis courts, two baseball and two softball fields, track/field event areas, long jump area, a small grass area, a synthetic track, a synthetic turf football field, bleachers, concession/bathroom building, dugouts and other associated athletic structures. The high school has a total of four parking lots, providing a total of 558 parking stalls. An internal roadway connects these parking lots within the campus and to the bordering public-rights-of-way. The campus also contains outdoor paved walkways and landscaping throughout. The campus is enclosed with a chainlink fence and gates which control access to the campus. See Figure 3, *Aerial Photograph with Photo Locations*, and Figure 4, *Site Photographs*.

The project site encompasses approximately 11.3 acres of the southern portion of the Patriot HS campus. The project site is generally flat with a gradual downward slope from the north to the southwest. The project site encompasses the synthetic turf football field and track, the north track/field activity areas, the southern varsity baseball field, and supporting structures and buildings, including the bathroom/concessions building, home and visitor bleachers, and storage containers. The bleachers are on each side of the field and track. A concession and bathroom building is located to the east of the track. Track and field events are on the dirt field to the west of the track/field; and the long jump are north of the track/field. The storage containers are located on the northwest corner of the project site. A maintenance/fire access paved drive aisle runs along the east side of the project site. See Figure 3 and Figure 4.

1.2.2 Parking and Access

The Patriot HS campus has four vehicle access points. Main vehicular access to the Patriot HS campus is provided along Camino Real, on the eastern border of the HS campus, with an ingress-egress driveway that leads to a surface parking lot. Approximately 250 feet south of this driveway, along Camino Real, is another ingress-egress driveway that provides access to an additional parking lot just north of the project site. An ingress-egress driveway is provided on the south side of Mission Boulevard towards the northwest corner of the campus. A maintenance/fire access-only driveway is provided on the north side of Jurupa Road which runs along the east of the project site. These four vehicle access points connect to the four parking lots on the campus, an internal roadway connect the parking lots, and an egress-only driveway also located on the southwest corner of the campus.

Figure 1 - Regional Location



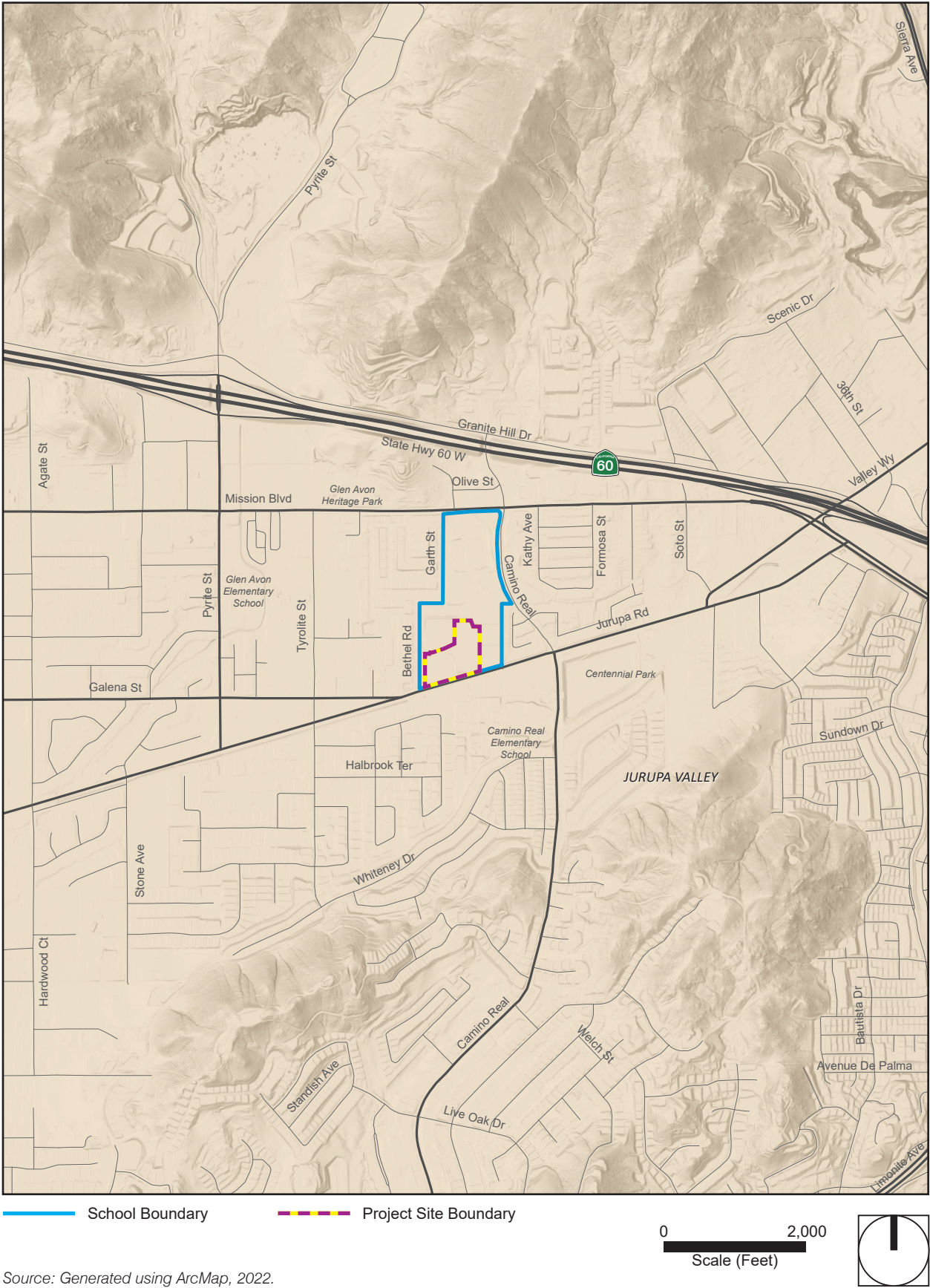
Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap, 2022.



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Figure 2 - Local Vicinity



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Figure 3 - Aerial Photograph with Photo Locations



— School Boundary — Project Site Boundary
1 → Photograph Location and Direction (11)

0 400
Scale (Feet)



Source: Nearmap, Inc., 2022.

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Figure 4 - Site Photographs



① View 1: From Jurupa Road south of the project site, looking northwest at the Varsity baseball Field on the project site.



② View 2: From the southwest corner of the project site looking east at the Varsity Baseball Diamond onsite.



③ View 3: From the northeastern side of the track and field, looking southeast at the track and field on the project site.



④ View 4: From the northeastern side of the track and field, looking east to northern portion of the project site.



⑤ View 5: From the southern end of the fire access road, looking northwest looking at the project site.

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Student pick up and drop off zones are located along Mission Boulevard, Camino Real, and Jurupa Road. Curbs painted white are designated as drop-off and pick-up zones (Patriot HS 2020). Pedestrians can access the campus from sidewalks along Mission Boulevard, Camino Real, and Jurupa Road. The campus includes walkways and paths between buildings throughout the campus, includes paths to the all the athletic fields and facilities as well as an internal sidewalk along the egress-only driveway the along the eastern boundary of the campus.

Vehicle access onto the project site is limited to authorized vehicles via the maintenance/fire access-only driveway. Pedestrian/spectator access to the project site are provided by walkways from the campus and parking lots. Pedestrian access from the public rights-of-way is provided from Jurupa Road via gated pedestrian-access points.

Riverside Transit Authority (RTA) operates Route 49 adjacent to the Patriot HS on Mission Boulevard. Bus stops for Route 49 are located on both sides of Mission Boulevard at Camino Real and at the campus's driveway for the internal access road.

1.2.3 Enrollment and Schedule

Patriot High School was built in 2007 and has a 2022-2023 enrollment of approximately 2,500 students in grades ninth through twelfth. Total enrollment capacity is 3,040 students, currently Patriot HS has an open capacity of approximately 540. On Monday through Wednesday from 8:30 AM until 3:25 PM the school day consists of six 54-minute class periods, a 23-minute advisory period, and a 30-minute lunch period (JUSD 2022). Thursdays are considered late start days that begin at 10:15 AM and end at 3:25 PM with six 41-minute class periods and a 30-minute lunch. Fridays start at 8:30 AM and end at 3:25 PM with six 58-minute class periods and a 30-minute lunch. Students with a zero period start school Monday through Friday at 7:09 AM, excluding attending zero period on Thursdays. The school schedule does have alternative schedules for specific days which include rally days, finals, and flex advisory days. After school activities may conclude as late as 10:00 PM, which includes the use of the sports fields on the southern half of campus. The school also provides optional Period 0 which occurs Monday through Wednesday and on Fridays at 7:09 AM.

During the school year, the existing stadium is regularly used by the high school for conducting athletic practices, physical education classes, and a variety of other scholastic-related events and games. All varsity level games are being hosted off-site due to the limited capacity, at Rubidoux High School (approximately two miles away from the project site). Boys' junior varsity and freshman football teams, boys and girls junior varsity and freshman soccer teams, boys and girls track and field teams and cross-country teams utilize the track/field area. Freshman and junior varsity football games occur on Wednesday and Thursday starting at 3:30 PM and end approximately at 6:00 PM from August to October (CIF 2022; CIF 2022b). The freshman and junior varsity football teams host seven games on campus. Soccer games occur on Tuesday/Thursday or Wednesday/Friday alternating each year, and Thursdays at 3:15 PM from November to February. Currently ten boys soccer games and ten girls soccer games are hosted on campus. Track and field meets occur on Wednesdays and Thursdays at 2:00 PM or 3:30 PM from February to May. Patriot High School currently hosts five track and field meets per year. Cross County meets occur on Wednesdays and Thursdays at approximately 3:00 PM from August to November (CIF 2021a; CIF 2021b). Additionally, color guard and band host one or two events a year.

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The baseball field within the project site is utilized by the boy's baseball teams. The varsity and junior varsity baseball teams play as early as 10:00 AM or approximately 3:00 PM as there are no lights on the field and the game must be completed before sundown, from February to May. During the 2021-2022 school year the varsity baseball field hosted 13 varsity baseball games, including league and non-league games (CIF 2021a). Local leagues use the project site for practices and games.

Historically, Patriot HS averages about 750 to 1,150 spectators per game and/or event at the existing track and field. Football and baseball games held at the project site do not occur concurrently due to the seasonal nature of the sports. In addition, local leagues use fields for practices and games. Patriot HS has an existing bleacher capacity of 585 seats.

1.2.4 Existing Land Use

Patriot HS is within the City of Jurupa Valley. According to the Jurupa Valley Zoning District Maps, the campus (including the project site) is designated as residential agriculture ("R-A-2000") (Jurupa Valley 2022a). The Jurupa Valley General Plan Land Use map designation is Public Facility/Institutional ("PF") (Jurupa Valley 2022b).

1.2.5 Surrounding Land Use

The campus is bordered by Mission Boulevard to the north. Residential uses are across Mission Boulevard from the campus. The campus is bordered by Camino Real and single-family homes to the west. The Cove Waterpark is located across Camino Real from the campus. Jurupa Road borders the campus to the south; a railroad right-of-way and residential uses are across Jurupa Road from the project site. Bethel Road and Garth Street with a pedestrian walking path border the campus to the west. Residential properties are across Bethel Road and Garth Street.

The project site is bordered by tennis courts, an open grass area and a parking lot, which are on the HS campus, to the north. To the east, the project site is bound by two softball fields on the campus. The southern boundary of the project site is bordered by Jurupa Road; across the street are railroad tracks, undeveloped land and residential properties. To the west, the project site is bound by a varsity baseball field and a parking lot that are on the campus. See Figure 3, *Aerial Photograph with Photo Locations*, and Figure 5, *Surrounding Land Use Photos*.

The properties surrounding the campus have a zoning designation of single family residential to the east and north (R-1), rural residential and light agricultural to the south (R-R, A-1), and single family residential and planned residential to the west (R-1, R-4) (Jurupa Valley 2022a). The surrounding General Plan Land Use designation includes medium density residential to the east, north, and west and low density residential-country neighborhood to the south. Properties with land use designations of high density residential (HDR) and commercial retail are also to the north of the project site (Jurupa Valley 2022b).

Figure 5 - Surrounding Land Use Photographs



⑥ View 6: From Jurupa Road south of the project site, looking southeast towards the residential homes, and the railroad tracks.



⑦ View 7: From Bethel Road west of the project site, looking north towards the residential homes, and the public trail.



⑧ View 8: From the northeast end of the fire access road, looking southeast towards the softball fields to the east of the project site.



⑨ View 9: From the north end of the project site, looking northeast towards the grass area, tennis courts, and basketball courts north of the project site.



⑩ View 10: From the west side of the project site, looking northwest towards the baseball diamond north of the project site.



⑪ View 11: From the south side of the project site, looking east towards the softball field and residential community east of the project site.

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1.3 PROJECT DESCRIPTION

1.3.1 Proposed Development

The proposed project would install new stadium lights, a new scoreboard, new home and visitor bleachers, and construct a concession/restroom building and metal screening. The bleacher capacity would increase from 585 seats to 3,530 seats (combined home and visitor bleachers). In addition to the proposed improvements to the football stadium, new lighting would be added at the varsity baseball field. The proposed project would be constructed in three phases. To construct the proposed project, the existing bleachers and up to three trees south of the home bleachers would be removed. The proposed project would be developed within the boundaries of the existing Patriot HS campus, and no new property acquisition would be required to implement the proposed project. See Figure 6, *Site Plan*.

The proposed project would allow Patriot HS to host Friday night varsity football games and other sporting events at the football stadium. In addition, the proposed project would allow evening use of the field and football stadium for team sport practices, band practice, and other school functions, including commencement ceremonies for Patriot HS seniors at the end of each school year. In addition, lighting at the varsity baseball field would expand the availability of the field by allowing games and practices to extend into evening hours.

The stadium would continue to be open to authorized community groups during weekends and outside school hours, subject to District facility use policies and the Civic Center Act.

1.3.2 Stadium

Home Bleachers

Proposed improvements to the home section of the stadium would include the installation of new home team grandstands with approximately 2,548 seats. As shown in Table 1, *Seating Layout – Home Bleachers*, the proposed home grandstands would include 2,455 standard 18-inch seats, 27 wheelchair spaces, 27 companion seats, 27 semi-ambulant seats, and 12 aisle seats. The new stadium bleachers would be approximately 272 feet long by 49 feet deep. The proposed home stand would include 18 rows and six aisles, a walkway above the 4th row, stairways located on the northern and southern sections, and two ADA ramps. Fencing would surround the proposed bleachers and would include chain link fencing with aluminum rail at a height of approximately 60.75 inches, and a 4-foot 5-7/8-inch chain link fence would be located along the top of the 18th row of the bleachers.

Table 1 Seating Layout – Home Bleachers

Proposed Seating Type	Total Number of Seats
18-inch seats	2,455
34-in wheelchair spaces	24
36-inch wheelchair spaces	3
18-inch companion seats	27
18-inch semi-ambulant seats	27
18-inch aisle seats	12
Total Seating Capacity	2,548

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In addition, improvements to the home grandstand would include the implementation of a press box located at the center of the home bleachers beginning at row 15. The proposed press box would be approximately 30 feet by 8 feet, with a height of 9 feet-5 inches. The proposed home bleachers would start at approximately the 5-yard line on the northern end of the football field and extend to the 5 yards line on the southern end of the field.

Visitors Bleachers

Proposed improvements to the visitors section of the stadium would include the installation of new visitor team bleachers with approximately 982 seats. As shown in Table 2, *Seating Layout – Visitors Bleachers*, the proposed visitor bleachers would include 938 standard 18-inch seats, 12 wheelchair spaces, 12 semi-ambulant seats, 12 companion seats, and 8 aisle seats. The new stadium bleachers would be approximately 180 feet long by 30 feet deep. The proposed visitor bleachers would include 10 rows and four aisles, a walkway above the 2nd row, stairways located on the northern and southern sections, and two ADA ramps. Fencing would surround the bleachers and would include chain link fencing with aluminum rail at a height of approximately 60.75 inches, and a 4-foot 10-1/4-inch chain link fence would be located along the top of the 18th row of the bleachers.

Table 2 Seating Layout – Visitors Bleachers

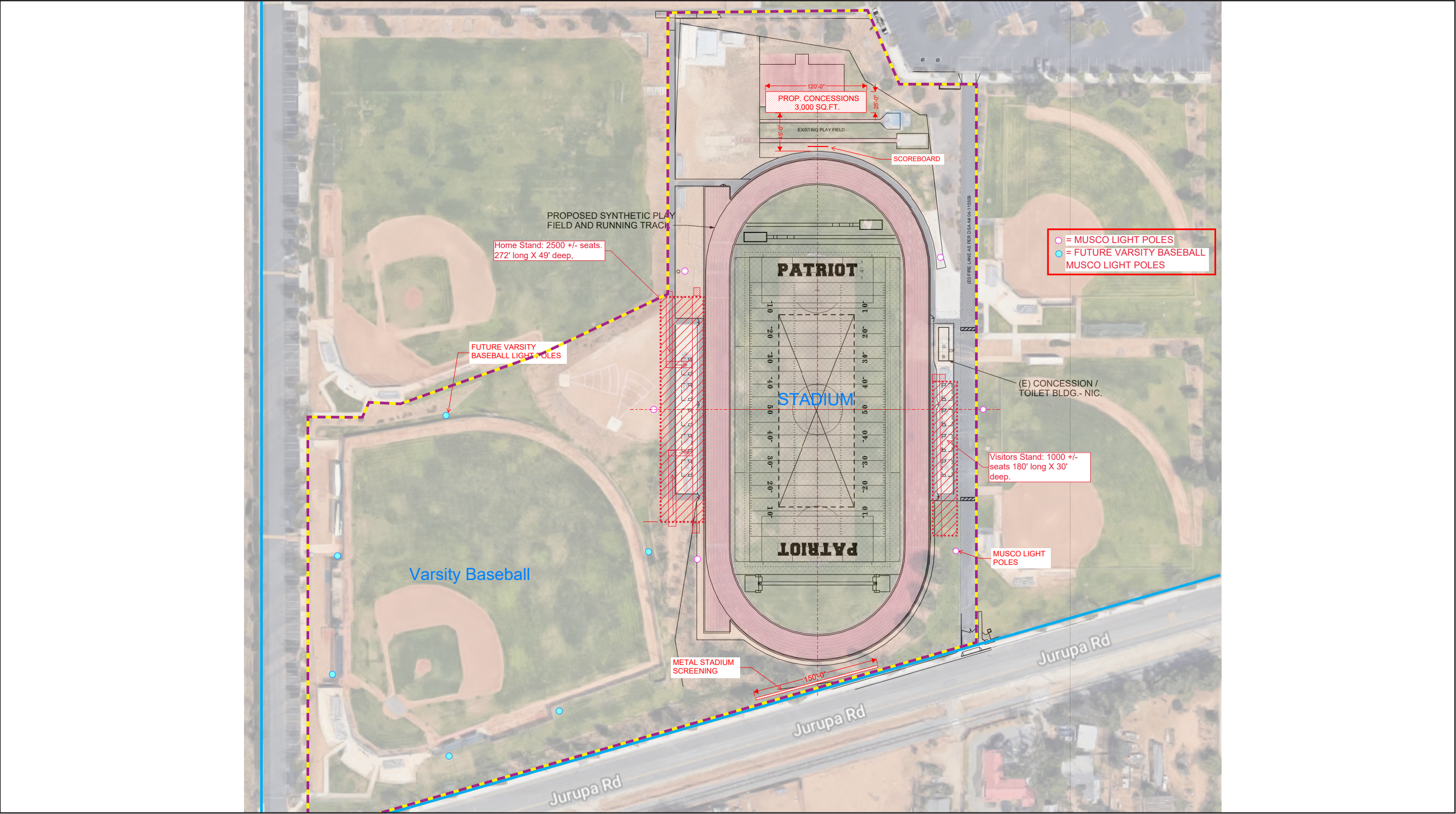
Proposed Seating Type	Total Number of Seats
18-inch seats	938
Wheelchair spaces	12
18-inch companion seats	12
18-inch semi-ambulant seats	12
18-inch aisle seats	8
Total Seating Capacity	982

The proposed visitor bleachers would start at approximately the north 40-yard line to keep approximately 20 feet of clearance to the building to the north and extend down to the south goal line.

Lighting and Scoreboard

Proposed improvements to the stadium would include the implementation of six new permanent stadium light poles with LED light fixtures that will be installed around the perimeter of the proposed home and visitor bleachers, including three light poles located on the home side and three lights located on the visitors side. The proposed light poles would have a total height of approximately 90 feet. The home side lights would be located on the northern and southern ends of the bleachers and one light located directly west of the home team bleachers, facing to the east towards the football field. The visitors side lights would be located on the southern and eastern edge of the bleachers, and one light located near the northern endzone of the football field. The light poles would also be utilized for mounting public address/sound system speakers, surveillance cameras (pointing at the field and field pathway areas), and fire alarm speakers.

Figure 6 - Site Plan



Source: HMC Architects, 2022.

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The light poles are expected to carry a light level on average of 50-foot candles (fc) across the field. With the home bleachers receiving an average of 22 fc and the visitors bleachers receiving an average of 29 fc of light. The synthetic track would receive approximately an average of 20 fc around the entirety of the track. In addition, the proposed project would include the construction of a new scoreboard. The proposed scoreboard would be approximately 25 feet by 8 feet, with a maximum weight of approximately 1,500 pounds. The bottom of the scoreboard would be approximately 10 feet of the ground, and the total height would be approximately 18 feet from the ground to the top of the scoreboard.

Concessions/Restroom Building

The proposed project would include the construction of a new concessions/restroom building located at the northern end of the stadium, near the parking lot. The proposed building would be approximately 120 feet by 25 feet and one story. The proposed concessions/restroom building would be a total of 3,000 square feet. The proposed building would include restrooms, concessions, kitchen space and equipment, storage, and a ticket booth.

The existing concessions/restroom building on the east side of the project site would remain operational.

Metal Screen

The proposed project would include the construction of a new metal screen on the southern end of project site that would screen the stadium from the uses to the south of the project site. The metal screen would be approximately 150 feet wide by 12 feet tall. The bottom of the proposed metal screen would be approximately 12 feet off the ground, and the total height of the metal screen would be approximately 21 feet of the ground. The proposed metal screen would consist of perforated and corrugated metal panels, 36 to 52 inch letters, and lighting fixtures illuminating the screen. Figure 7, *Example of Metal Screen*, shows a the metal screen at Jurupa Valley High School; the metal screen at Patriot High School would be similar in design but would be shorter in length compared to Jurupa Valley High School (i.e. 150 feet in length versus 296 feet in length).

1.3.3 Varsity Baseball Field

Six stadium light poles with stadium lighting fixtures would be installed around the varsity baseball field (see Figure 6, *Site Plan*). The lighting poles and fixtures would be up to 90 feet above grade, similar to the stadium lighting. The lighting poles would allow varsity baseball games to play night games and increase the number of games during the winter.

1.3.4 Pedestrian Access, Fencing, and Vehicular Parking

Pedestrian access to the football stadium would be provided through the existing Patriot HS campus located to the north of project site. Access to the home grandstand would be provided through the entrance located on the northwestern side of the project site, which includes fencing between the baseball fields and the football stadium with a gated entrance, and a walkway that leads to the tennis courts (refer to Figure 6, *Site Plan*). Access to the visitor bleachers would be provided through the entrance located on the northeastern side of the project site. The visitor side includes fencing along that separates the football stadium and the softball fields, and a

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walking path that leads to the existing vehicle parking lot located northeast of the project site. The northeast parking lot is the primary parking lot for the project site and would continue to be the primary parking lot following construction of the proposed project. The campus has a total of 539 standard parking spaces, 11 ADA spaces, and eight ADA van spaces that could serve the project site.

1.3.5 Emergency Access

Consistent with existing conditions, emergency access to the project site would be provided along the eastern portion of the stadium, directly behind the proposed visitors bleachers. The existing emergency lane is approximately 20 feet wide, with access points from the existing parking lot to the north and Jurupa Road to the south.

1.3.6 Use and Scheduling

The proposed stadium expansion and lighting will allow the high school to host Friday night varsity football games and other sporting events at the project site. As part of the proposed project, the existing varsity games held at Rubidoux High School would be relocated to the project site. The proposed project will also allow evening use of the field for team sport practices, band practice, and other school functions, including commencement ceremonies for Patriot HS seniors at the end of each school year. Lighting the varsity baseball field will expand the availability of the field, specifically during the winter months by allowing games and practices to extend into evening hours. As scheduling permits, the proposed project may also accommodate a variety of community-sponsored events in accordance with the Civic Center Act (Education Code Section 38130–38139) and District policy.

The District anticipates approximately 10 football contests, in addition to weekly practices between the months of August and October, with potential playoff games scheduled for November and December; approximately 28 soccer contests between November and March; approximately 14 track and field meets between February and May; approximately 28 baseball contests between February and May; and approximately 5 color guard and band events throughout the year. The proposed project would generate an additional 20 events per season (60 events per year) at the stadium and up to an additional 15 events on the varsity baseball field. These events would require the use of the stadium's public address and/or field lighting systems. The proposed project is anticipated to generate an increase in spectators with an estimated average of 135-350 spectators per event. Typical football games can reach approximately 1,000 spectators in attendance. With the buildout of the proposed project, the project site would host homecoming games, commencement ceremonies, and band/color guard competition that would have an expected attendance of up to 3,530 spectators (i.e. stadium capacity). The increase in attendance would be accommodated by the proposed increase of bleacher capacity from 585 seats to 3,530 seats (combined home and visitor bleachers). Refer to Table 3, *Patriot High School Athletic Use*.

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Table 3 Patriot High School Athletic Use

Event (Varsity and Junior Varsity)	Existing Patriot HS Players/ Staff per event	Maximum existing spectators	Proposed Patriot HS players/ staff per event	Proposed Spectators per event
Football	3 Teams 11 Coaches 133 players	1,150 spectators	3 Teams 11 Coaches 133 players	1,000 spectators for an average event; 3,530 spectators for playoffs games
Boys Soccer	2 Teams 4 Coaches 60 players	250 spectators	3 Teams, 5 Coaches 90 players	350 spectators
Girls Soccer	2 Teams 3 Coaches 50 players	200 spectators	3 Teams, 4 Coaches 75 players	300 spectators
Boys Cross Country	2 Teams 2 Coaches 30 players	150 spectators	2 Teams, 2 Coaches 30 players	150 spectators
Girls Cross Country	2 Teams 2 Coaches 20 players	150 spectators	3 Teams, 5 Coaches 90 players	150 spectators
Boys Track	2 Teams 3 Coaches 35 players	250 spectators	2 Teams, 3 Coaches 35 players	250 spectators
Girls Track	2 Teams 3 Coaches 30 players	250 spectators	2 Teams, 3 Coaches 30 players	250 spectators
Baseball	4 Coaches 2 teams 40 players	35 spectators	4 Coaches 2 teams 40 players	135 spectators
Band	1 Team 3 Teachers 50 band members	N/A	1 Team, 3 Teachers 50 band members	3,530 spectators (one event per year)
Color guard	1 Team 2 Teachers 20 Color guard members		1 Team 2 Teachers 20 Color guard members	

Source: JUSD 2023, Maxpreps 2023

1.3.7 Project Phasing

The proposed project would be constructed in three phases, with construction activities anticipated to begin in Fall 2023 and completed in Summer 2026.

1. Introduction

Phase 1

Phase 1 of the proposed project is expected to occur from Fall 2023 to Summer 2024, which includes the installation of six new light poles with stadium LED light fixtures around the perimeter of the proposed home and visitor bleachers, including three lights located on the home side and three lights located on the visitors side. Additionally, phase 1 of the proposed project would include the development of the new scoreboard located on the northern end of the football field.

Phase 2

Phase 2 of the proposed project is expected to occur over one month in the Summer of 2025, which would include the construction of new home grandstands and visitor bleachers located on the west and east side of the existing sports field. The home and visitors bleachers would have a total capacity of 3,530 seats, and would include the construction of a new press box located on the home grandstands. Additionally, before construction of new home grandstands and visitor bleachers, existing bleachers would be removed.

Phase 3

Phase 3 of the proposed project is expected to occur from Summer 2025 to Summer 2026, which would include the construction of the new concessions/restroom building located to the north of the existing sport field. The proposed building would include a ticket booth, concessions area, storage room, and restrooms. Phase 3 of the proposed project would also include the construction of the metal screen on the southern end of the existing football field and varsity baseball field lighting.

1.3.8 Discretionary Approvals

The JUSD is the Lead Agency under CEQA and has the approval authority over the proposed project. Discretionary actions for the proposed project would include: (1) certification of the environmental document and (2) approval of the proposed project.

1.3.9 Other Agency Action Requested

The JUSD is the Lead Agency under CEQA and has the approval authority over the proposed project. The District would require approval and/or coordination from the following agencies to implement the proposed project.

State Agencies

The District will seek approval of the proposed project from the Division of the State Architect (DSA).

Local Agencies

The District would require approval of the addition of a new fire hydrant from Riverside County Fire Department.

Figure 7 - Example of Metal Screen



View of metal screen examples looking northeast from Etiwanda Avenue.



View of metal screen examples looking southeast from Etiwanda Avenue.

1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Patriot High School Stadium Improvements Project

2. **Lead Agency Name and Address:**

Jurupa Unified School District
4850 Pedley Road
Jurupa Valley, CA 92509

3. **Contact Person and Phone Number:**

Robin Griffin, Planning and Development Director
951.360.4156

4. **Project Location:**

4355 Camino Real
Jurupa Valley, CA 92509

5. **Project Sponsor's Name and Address:**

Jurupa Unified School District
4850 Pedley Road
Jurupa Valley, CA 92509

6. **General Plan Designation:** PF - Public Facility/Institutional.

7. **Zoning:** R-A-20000 (residential agriculture)

8. **Description of Project:**

The proposed project would remove the existing bleachers and up to three trees south of the home bleachers.

The stadium improvements would be constructed in three phases. The proposed project would construct new stadium lights, a new scoreboard, new home and visitor bleachers, a 3,000 square foot concession/restroom building, and a metal screen. The bleacher capacity would increase from 585 seats to 3,530 seats (combined home and visitor bleachers). The new stadium lighting would be installed surrounding the track and field and the varsity baseball field. The proposed project would generate an additional 20 events per season (60 events per year) at the stadium and up to an additional 15 events on the varsity baseball field.

9. **Surrounding Land Uses and Setting:**

2. Environmental Checklist

To the north, the project site is bordered by tennis courts, an open grass area and a parking lot, which are on campus. To the east, the project site is bound by two softball fields on campus. The southern boundary of the project site is bordered by Jurupa Road; railroad tracks, undeveloped land, and residential uses are located across Jurupa Road. To the west, the project site is bound by a baseball field and a parking lot that are on the campus.

The properties surrounding the campus have a zoning designation of single family residential to the east and north (R-1), rural residential and light agricultural to the south (R-R, A-1), and single family residential and planned residential to the west (R-1, R-4). The surrounding General Plan Land Use designation includes medium density residential to the east, north, and west and low density residential-country neighborhood to the south. Properties with land use designations of high density residential and commercial retail are also to the north of the project site.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

- State Agencies
 - Division of the State Architect (DSA)
- Local Agencies
 - Riverside County Fire Department (Approval of a new fire hydrant)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's (NAHCs) Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The proposed project would comply with tribal consultation requirements pursuant to Assembly Bill 52 (AB 52). The Gabrieleno Band of Mission Indians – Kizh Nation and the Yuhaaviatam of San Manuel Nation (YSMN) (formally known as the San Manuel Band of Mission Indians) are on JUSD's notification list pursuant to AB 52. The District provided notification letters to these tribes on March, 17, 2023.

The Yuhaaviatam of San Manuel Nation notified the District the proposed project is located outside Serrano ancestral territory and the YSMN will not require any additional consultation. On March 22, 2023 a representative of the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation with the District in accordance with AB52. The District and the Gabrieleno Band of Mission Indians – Kizh Nation conducted a consultation meeting at the end of May 2023. The Gabrieleno Band of Mission Indians – Kizh Nation provided mitigation measures which are incorporated into this IS/MND under Section 3.18, *Tribal Cultural Resources*. The mitigation measures would ensure that impacts to tribal cultural resources are less than significant. The District is in compliance with Public Resources Code section 21080.3.1.

2. Environmental Checklist

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture / Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use / Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population / Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities / Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

August 25, 2023

Date

2. Environmental Checklist

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) **Earlier Analyses Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
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 Wildlife or U.S. Fish and Wildlife Service?			X	
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 Wildlife or U.S. Fish and Wildlife Service?				X
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?				X
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?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
VII. GEOLOGY AND SOILS. Would the project:				
a) 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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XIII. NOISE. Would the project 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X
XIV. POPULATION AND HOUSING. Would the project:				
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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?			X	
Other public facilities?			X	
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?		X		
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	
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?			X	
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?			X	
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

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

Less Than Significant Impact. As defined by the Jurupa Valley General Plan, “scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes” (2017). The proposed project is located in a developed urban area and is not along a scenic corridor. The nearest scenic vista corridor is identified along Camino Real adjacent to the campus, approximately 530 feet east of the project site at its nearest point. (Jurupa Valley 2017). Views of Pedley Hills and Jurupa Mountains can be seen looking north along Jurupa Road, through the campus. Patriot HS, including the project site, is in an urbanized area, and views surrounding the project site are largely constrained by residential development (up two stories), landscaping and vegetation.

The proposed stadium lights would have a total height of approximately 90 feet at grade and would be located behind the home and visiting bleachers; the varsity baseball field would receive approximately 80 feet and 70 feet at grade stadium lighting. Since the stadium lights would be mounted on poles the stadium lighting would not substantially block views of Pedley Hills and Jurupa Mountains from Jurupa Road. Additionally, while the proposed project includes a metal screen along Jurupa Road, the metal screen would be approximately 150 feet in length, and the rest of the project site frontage along Jurupa Road would remain unchanged and continue to allow views of Pedley Hills and Jurupa Mountains.

Since the project site is not along a view corridor, the proposed project would not have a substantial adverse effect on scenic vistas. Impacts would be less than significant.

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

No Impact. The nearest officially state designated state scenic highway to the project site is a portion of State Route 91 (SR-91) near the City of Anaheim, approximately 20 miles southwest of the project site (Caltrans 2023). Due to the distance, topography and intervening development, Patriot HS campus is not visible from the SR-91. No scenic resources would be damaged, and no impact would occur.

c) In nonurbanized 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

3. Environmental Analysis

accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. For an incorporated city, “urbanized area” means the city that either by itself or, in combination with two contiguous incorporated cities, has a population of at least 100,000 persons. The City of Jurupa Valley has an estimated population of 106,941 persons (US Census, 2021). Therefore, the project site is in an urbanized area defined by Public Resources Code 21071.

The proposed project would install new stadium lights around the track and field and varsity baseball field, a new scoreboard, new home and visitor bleachers, and construct a concessions building and metal screening at the existing Patriot HS stadium. The proposed project would be consistent with and would support existing academic uses on site. The proposed project would not conflict with the General Plan land Use designation of “PF” Public Facility/Institutional and “R-A-20000” residential agriculture zoning, since the proposed project would support the existing uses on the project site. The proposed project would be consistent with applicable General Plan goals and policies related to aesthetics. The proposed project would not conflict the zoning designation on site and would be consistent with regulations governing scenic quality. The proposed project would be less than significant.

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

Less Than Significant Impact.

Existing sources of lighting on the project site and surrounding area include security lighting light from outdoor residential lights, indoor home lights emanating from windows, streetlights, parking lights, and vehicle headlights. Glare can occur when a light source reflects off a reflective/light-colored surface. Existing sources of glare include light reflecting off of vehicles traveling on the public rights-of-way, parked in parking lots and along public rights-of-way, and light-colored building materials.

Terminology

The **foot-candle (fc)** is a unit based on English measurements. Although foot-candles are considered obsolete in some scientific circles, they are nevertheless used because many existing light meters are calibrated in foot-candles. Moonlight produces approximately 0.01 fc, and sunlight can produce up to 10,000 fc. The general benchmarks for light levels are shown in Table 4, *General Light Levels Benchmark*.

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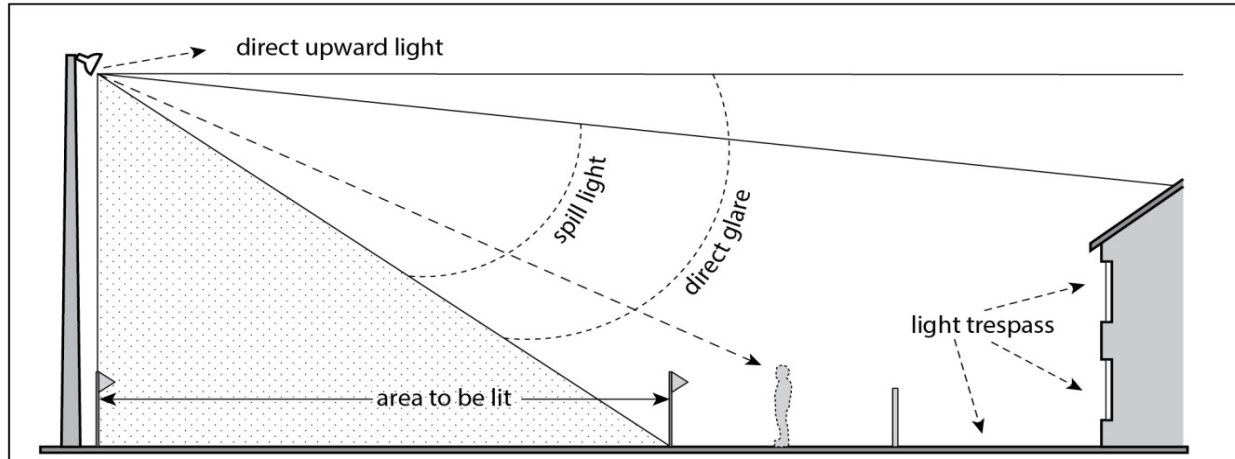
Table 4 General Light Levels Benchmark

Outdoor Light	Foot-Candles
Direct Sunlight	10,000
Full Daylight	1,000
Overcast Day	100
Dusk	10
Twilight	1
Deep Twilight	0.1
Full Moon	0.01
Quarter Moon	0.001
Moonless Night	0.0001
Overcast Night	0.00001
Gas station canopies	25–30
Typical neighborhood streetlight and parking garage	1.0–5.0

- **Horizontal foot-candle.** The amount of light received on a horizontal surface such as a roadway or parking lot pavement.
- **Vertical foot-candle.** The amount of light received on a vertical surface such as a billboard or building façade.
- **Glare** means lighting entering the eye directly from a light fixture or indirectly from reflective surfaces that causes visual discomfort or reduced visibility. Glare can be generated by building-exterior materials, surface-paving materials, vehicles traveling or parked on roads and driveways, and sports lights. Any highly reflective façade material is a concern because buildings can reflect bright sunrays. The concepts of spill light, direct glare, and light trespass are illustrated in Exhibit B, *Spill Light, Direct Glare, and Light Trespass*, adapted from the Institution of Lighting Engineers (ILE 2003).

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Exhibit B: Spill Light, Direct Glare, and Light Trespass



- **Direct glare** is caused by looking at an unshielded lamp or a light at maximum candlepower. Direct glare is dependent on the brightness of the light source, the contrast in brightness between the light source and the surrounding environment, the size of the light source, and its position.
- **Illuminance** is the amount of light on a surface or plane, typically expressed in a horizontal plane (e.g., on the ground) or in a vertical plane (e.g., on the side of a building).
- **Lumen** means the unit of measure used to quantify the amount of visible light produced by a light source or emitted from a luminaire (as distinct from “watt,” a measure of power consumption).
- **Luminaire** means outdoor electrically powered illuminating devices that include a light source, outdoor reflective or refractive surfaces, lenses, electrical connectors and components, and all parts used to mount the assembly, distribute the light, and/or protect the light source, whether permanently installed or portable. An important component of luminaires is their shielding:
 - **Fully shielded.** A luminaire emitting no light above the horizontal plane.
 - **Shielded.** A luminaire emitting less than 2 percent of its light above the horizontal plane.
 - **Partly shielded.** A luminaire emitting less than 10 percent of its light above the horizontal plane.
 - **Unshielded.** A luminaire that may emit light in any direction.
- **Light trespass.** Spill light that, because of quantitative, directional, or type of light, causes annoyance, discomfort, or loss in visual performance and visibility. Light trespass is light cast where it is not wanted or needed, such as light from a streetlight or a floodlight that illuminates someone’s bedroom at night, making it difficult to sleep. As a general rule, taller poles allow fixtures to be aimed more directly on the playing surface, which reduces the amount of light spilling into surrounding areas. Proper fixture angles ensure

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even light distribution across the playing area and reduce spill light, as shown in Exhibit B, *Spill Light, Direct Glare, and Light Trespass*.

- **Sky Glow** is light that reflects into the night sky and reduces visibility of the sky and stars. It is a concern in many jurisdictions, especially those with observatories.
- **Spill light** is caused by misdirected light that illuminates areas outside the area intended to be lit. Spill light can contribute to light pollution.

Municipal Code

Jurupa Valley Municipal Code does not have any specific spill light threshold levels. For the purposes of this analysis, an industry standard of 0.8 fc was used for a significance determination because 0.8 fc would be close to twilight light levels.

Stadium Lighting

Figure 6, *Site Plan*, shows the location of the proposed stadium lighting system and the baseball field lighting system. Implementation of six new Musco permanent stadium light poles with LED light fixtures includes three light poles located on the home side and three lights located on the visitor's side. Additionally, six new Musco permanent stadium light poles with LED light fixtures will be installed around the perimeter of the varsity baseball field to allow for evening/night games. The six stadium light poles at the track and field would have a total height of 90 feet. The varsity baseball stadium would include four light poles adjacent to the dugouts and two stadium light poles in the outfield with a height of 80 feet and 70 feet, respectively. The stadium lights would include shielding and would be focused on the stadium field and baseball field. The proposed digital scoreboard would be located on the north side of the track.

The proximity of the proposed lights to the residential areas presents the potential for light spillover and glare. Musco lighting conducted a lighting study for the proposed project that looked at spill light and light trespass (see Figure 8, *Patriot High School Stadium Light Spill*). Figure 8 shows that the proposed lighting system would create a light spill of a maximum of 0.78 fc on the south side of Jurupa Road (at a distance of approximately 60 feet from the project site boundary), which would be less than the 0.80 fc threshold (see Figure 8, *Patriot High School Stadium Light Spill*). Light levels would continue to decrease away from the light source.

The nearest sensitive receptor are single-family residences on the south side Jurupa Road. Light spill would be below the 0.8 threshold along Jurupa Road, and would be even lower at the residences since the residences are further setback from the Jurupa Road. Furthermore, the proposed project includes a metal screen on the south side of the project site. The metal screen would be designed with the Patriot High School's name (see Figure 7, *Example of Metal Screen*). The metal screen along with existing trees and landscaping on the project site and on the residential properties would further reduce spill light from the project site to the south and from the residences to the south.

There are also residences to the east and west of the project site. The residences to the east and west are approximately 320 feet and 185 feet from the nearest stadium light. Given that these distances are more than

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double the distance of the foot-candle measurement above, light levels at the residential properties would be well below the 0.8 foot-candle threshold. Further, these residential properties are further shielded by trees, landscaping, structures, fencing and walls (for example, see View 7 of Figure 5, *Surrounding Land Use Photographs*).

Light levels would continue to decrease as the distance increases from the light source. The LED luminaires would be shielded and directed downward and away from the adjacent sensitive uses and public rights-of-way so that glare impacts are minimized. Therefore, the proposed project would not create a substantial source of new lighting that would affect nighttime views.

Glare

The buildout of the proposed project would result in more reflective surfaces compared to existing conditions on the project site. The metal screen would be designed and constructed to have low reflectivity, such as including perforated panels and a variety of metal types that would be treated to minimize glare (see Figure 7, Example of Metal Screen). Additionally, the small light fixtures on the metal screen would be used to illuminate the lettering on the screen and would be directed immediately at the letters, away from Jurupa Road. Therefore, the proposed project would not create a new source of substantial glare. Therefore, glare impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the project:

- 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?**

No Impact. The Farmland Mapping and Monitoring Program produces maps and statistical data for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status and is divided into five categories: Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Unique Farmland, and Grazing Land. The best quality land is Prime Farmland (California Department of Conservation (CDC 2018). Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Unique Farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops.

Figure 8 - Patriot High School Stadium Light Spill



Patriot High School Stadium DSA

Jurupa, CA

GRID SUMMARY	
Name:	Jurupa Rd Spill
Spacing:	30.0'
Height:	5.0' above grade

ILLUMINATION SUMMARY	
HORIZONTAL FOOTCANDLES	
Scan Average:	Entire Grid 0.314
Maximum:	0.77
Minimum:	0.00
No. of Points:	42
LUMINAIRE INFORMATION	
Applied Circuits:	A, B, C
No. of Luminaires:	112
Total Load:	133.82 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the "Musco Control System Summary" for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

Pole location(s) ⦿ dimensions are relative to 0,0 reference point(s) ⊗

School Boundary Project Site Boundary

Source: MUSCO, 2022.



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According to the Farmland Mapping and Monitoring Program, the project site is mapped as ‘Urban and Built-up Land’ (CDC 2018). The proposed project would be developed on the campus of the existing Patriot HS. The project site is primarily surrounded by residential development. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. . No impact would occur.

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

No Impact. The project site is located on an existing school campus, which is zoned as R-A-20000 (residential agriculture) with a land use designation is “PF” Public Facility/Institutional (Jurupa Valley 2022a; Jurupa Valley 2022b). The project site is developed with a sports stadium and baseball field and is not used for agricultural uses. Since the proposed project is consistent with the existing uses at the project site and Patriot HS campus, the proposed project would not conflict with existing zoning for agricultural use.

Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. There is no Williamson Act contract in effect on the project site. Therefore, the project would not conflict with an existing Williamson Act contract. No impact would occur.

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))?

No Impact. The project site is currently zoned R-A-20000 (residential agriculture) and has a General Plan land use designation of “PF” Public Facility/Institutional. The project site is on the Patriot HS campus and is currently developed with a track and field, a varsity baseball field, walkways and supporting structures. No forested land nor timberland exists onsite. Further, the proposed project site is not zoned for forest land or timberland. Therefore, development of the proposed project would not conflict with existing zoning for forestland or timberland. No impact would occur.

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

No Impact. The project site is located on the campus of an existing high school within an urbanized area, and no significant forest land uses are present onsite nor in the immediate vicinity. Development of the proposed project would not require any changes to the existing environment that could result in the conversion of forest land to non-forest use. No impact would occur.

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?

No Impact. The project site is located on the campus of an existing high school within an urbanized area, and no significant agricultural uses or forest land uses are present onsite nor in the immediate vicinity. Development of the proposed project would not result in any changes to the existing environment that could result in the

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conversion of farmland to nonagricultural uses or forest land to non-forest use. No significant impacts would occur as a result of the proposed project. No impact would occur.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023).

Furthermore, the SCAQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the SCAQMD may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP.

The SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022. Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of General Plans, specific plans, and significant projects. Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. These demographic trends are incorporated into SCAG's 2020–2045 Regional

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Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to determine priority transportation projects and vehicle miles traveled (VMT) in the SCAG region.

As mentioned in Section 1.3.1, *Proposed Development*, the proposed project would install new stadium lights, a new scoreboard, new home and visitor bleachers, and a new concession/restroom building and metal screening at the existing Patriot HS campus. Based on the scope and nature of the proposed project, the proposed project would not substantially affect housing, employment, or population projections within the region. Additionally, as demonstrated below in Section 3.3(b), the regional emissions that would be generated by the operational phase of the proposed project would be less than the SC AQMD emissions thresholds and would therefore not be considered by SCAQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the 2022 AQMP. Impacts would be less than significant.

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

Less Than Significant Impact. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

Construction activities for the proposed project is anticipated to disturb up to 1.65 acres on the project site. The proposed project would involve site preparation, installation of field lighting to the varsity baseball field, grading, utilities trenching, asphalt demolition and removal of existing bleachers, installation of bleachers and a new scoreboard, construction of a concession/restroom building and metal screening, paving, architectural coating, and finishing and landscaping on the school campus. Overall construction is anticipated to be done in three phases; from fall 2023 through summer 2026. To provide the most conservative emissions, the construction phases of the proposed project were combined for the following analysis.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.11.12, are based on the preliminary construction duration and equipment mix provided by the District. Construction emissions modeling are shown in Table 5, *Maximum Daily Regional Construction Emissions*, and shows maximum daily emissions for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant.

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Table 5 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day) ^{1, 2, 3}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2023						
Site Preparation, Installation of Field Lighting and Score Board, and Utility Trenching	3	25	24	<1	4	2
Installation of Field Lighting and Score Board and Utility Trenching	1	10	12	<1	1	<1
Year 2024						
Installation of Field Lighting and Score Board and Utility Trenching	1	10	11	<1	1	<1
Year 2025						
Grading	2	18	16	<1	4	2
Asphalt Demolition and Removal of Existing Bleachers, Installation of Bleachers, Restroom/Concession Building, Pressbox, and Ticketbooth Architectural Coating, Finishing and Landscaping	3	23	26	<1	1	1
Restroom/Concession Building, Pressbox, and Ticketbooth, Architectural Coating, Finishing and Landscaping	1	10	12	<1	<1	<1
Year 2026						
Restroom/Concession Building, Pressbox, and Ticketbooth, Architectural Coating, Finishing and Landscaping	1	10	12	<1	<1	<1
Restroom/Concession Building, Pressbox, and Ticketbooth Architectural Coating, Finishing and Landscaping, and Paving	2	13	17	<1	1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	3	25	26	<1	4	2
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.12

¹ Based on the preliminary information provided by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

³ Construction modeling was based on preliminary information provided by the District. Modeling is conservative because it assumes an earlier construction start date (Summer 2023 vs. Fall 2023). In general, construction emissions are lower in later model years as a result of equipment turnover with newer, lower emissions construction equipment.

Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The proposed project would install new stadium lights, a new scoreboard, new home and visitor bleachers, and construct a concession/restroom building and metal screening. The proposed new concession/restroom building would, at minimum, be designed and built to meet the latest Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen). Mobile source emissions are based on the traffic analysis prepared by Garland & Associates (see Section 3.17, Transportation), and assume

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all Varsity football game trips are new trips in addition to an increase in event attendance for some athletic activities, as identified in the Project Description. As shown in Table 6, *Maximum Daily Regional Net Operation Emissions*, it is anticipated that operation of the proposed project would result in overall minimal emissions and would not exceed the SCAQMD regional operation-phase significance thresholds. Impacts to the regional air quality associated with operation of the proposed project would be less than significant.

Table 6 Maximum Daily Regional Net Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Net Max Daily Emissions						
Mobile ¹	8	4	60	<1	4	1
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	8	4	60	<1	4	1
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEModVersion 2022.1.1.12

Notes: lbs: Pounds. Highest winter or summer emissions are reported.

¹ For purposes of this analysis, mobile trips were based on a maximum capacity event with 3,530 spectators as a conservative estimate.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest offsite sensitive receptors are the Patriot High School buildings to the north, single-family residences along Corte Entrada to the east, and single-family residences along Jurupa Road to the south of the project site.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 7, *Localized Construction Emissions*, shows that the maximum daily construction emissions (pounds per day) for NO_x, CO, PM₁₀, and PM_{2.5} construction emissions would be less than their respective SCAQMD screening-level LSTs. Therefore, air quality impacts from project-related construction activities would be less than significant.

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Table 7 Localized Construction Emissions

Construction Activity	Pollutants(lbs/day) ^{1, 2}			
	NO _x	CO	PM ₁₀ ³	PM _{2.5} ³
South Coast AQMD ≤1.00 Acre LST	125	671	5.95	3.24
Installation of Field Lighting and Score Board and Utility Trenching (Year 2023)	10	11	0.43	0.40
Installation of Field Lighting and Score Board and Utility Trenching (Year 2024)	10	11	0.40	0.36
Restroom/Concession Building, Pressbox, and Ticketbooth, Architectural Coating, Finishing and Landscaping (Year 2025)	10	12	0.37	0.34
Restroom/Concession Building, Pressbox, and Ticketbooth, Architectural Coating, Finishing and Landscaping (Year 2026)	10	12	0.32	0.30
Restroom/Concession Building, Pressbox, and Ticketbooth Architectural Coating, Finishing and Landscaping, and Paving (Year 2026)	13	16	0.47	0.44
Exceeds LST?	No	No	No	No
South Coast AQMD 1.44-Acre LST	148	804	7.79	3.79
Site Preparation, Installation of Field Lighting and Score Board, and Utility Trenching (Year 2023)	24	23	3.53	2.18
Exceeds LST?	No	No	No	No
South Coast AQMD 1.65 Acre LST	159	869	8.69	4.05
Grading	14	15	3.41	1.93
Asphalt Demolition and Removal of Existing Bleachers, Installation of Bleachers, Restroom/Concession Building, Pressbox, and Ticketbooth Architectural Coating, Finishing and Landscaping (Year 2025)	23	25	0.94	0.83
Exceeds LST?	No	No	No	No

Source: CalEEModVersion 2022.1.1.12 SCAQMD 2008 and 2011.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on an 102 ft receptor in SRA 23.

¹ Where specific information for Project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the SCAQMD.

² Construction modeling was based on preliminary information provided by the District. Modeling is conservative because it assumes an earlier construction start date (Summer 2023 vs. Fall 2023). In general, construction emissions are lower in later model years as a result of equipment turnover with newer, lower emissions construction equipment.

³ Includes fugitive dust control measures required by SCAQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Construction Health Risk

Toxic air contaminant emissions from construction equipment primarily consist of diesel particulate matter (DPM). In 2015, the Office of Environmental Health Hazards Assessment (OEHHA) adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and non-cancer chronic reference exposure level for DPM over a 30-year time frame (OEHHA 2015). Currently, SCAQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project is anticipated to be completed in three construction phases in approximately 23 months, which would limit the exposure to onsite and offsite receptors. Additionally, the installation of lighting fixtures, new scoreboard, bleachers, a 3,000 square feet concessions/restroom building, and metal screening are project types which would not generate a substantial construction equipment fleet for building construction or

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require large amounts of earthwork. Furthermore, construction activities would not generate onsite exhaust emissions that would exceed the screening-level construction LSTs. Thus, construction emissions would not pose a health risk to onsite high school students and offsite receptors (i.e., residences), and project-related construction health impacts would be less than significant.

Operation LSTs

Operation of the proposed project would not generate substantial emissions from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur onsite and would require a permit from SCAQMD. The proposed project does not fall within these categories of uses. While operation of the new concession/restroom building would use standard onsite mechanical equipment such as heating, ventilation, and air conditioning, air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed-up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2023). Based on the traffic impact analysis, the project-related 1,059 new PM daily vehicle trips would only occur when a varsity football game or other capacity event at the stadium would occur and would be minimal compared to the AAQS screening levels (Garland & Associates 2023). Thus, the proposed project would not substantially increase CO hotspots at intersections and impacts would be less than significant.

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

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

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emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project involves construction of a new concession/restroom building, installation of new stadium lights and scoreboard, new bleachers, and metal screening at the athletic stadium on the Patriot HS campus and would not fall within the objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:

- 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 Wildlife or U.S. Fish and Wildlife Service?**

Less than Significant Impact. Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act; species otherwise given certain designations by the California Department of Fish and Wildlife; and plant species listed as rare by the California Native Plant Society. The project site has been previously disturbed by the development of the existing athletic fields and associated structures of Patriot HS. The City of Jurupa Valleys' Conservation and Open Space Element identifies a variety of biological resources both animal species and native plants, which include endangered, or threatened species, throughout the City. The *Biological Resources of Jurupa Valley* (Figure 4-6) of the General Plan indicates there are no biological resources in or abutting the project site (Jurupa 2017). The western portion of Riverside County, including the project site, is within the Western Riverside Multiple Habitat Conservation Plan (MSHCP) habitat conservation plan/national community conservation plan area (HCP/NCCP) administered by the Western Riverside County Regional Conservation Authority (RCA) (CDFW 2023c). While the project site is within the MSHCP boundaries, it does not contain any conserved lands. The closest conservation area is approximately 1.5 miles northeast of the project site (RCA 2023). The project site and surrounding area are outside of any federally designated critical habitat (USFWS 2023a). The project site contains trees, and up to three trees (Aleppo pine trees) could be removed by the proposed project. The three trees that would be removed are not state or federally listed endangered, threatened, or rare plants (CDFW 2023a). The project site is already disturbed and developed and surrounded by urban development; the proposed project would not impact any candidate, sensitive, or special status species. A less than significant impact would occur.

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- 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 Wildlife or U.S. Fish and Wildlife Service?**

No Impact. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies; that are known to provide habitat for sensitive animal or plant species; or are known to be important wildlife corridors. The project site is within the MSHCP area administered by the Western Riverside County Regional Conservation Authority (RCA) (CDFW 2023c). While the project site is within the MSHCP boundaries, it does not contain any conserved lands. the closest conservation area is approximately 1.5 miles northeast of the project site (RCA 2023). No federally designated critical habitat exist on site or in the vicinity of the project site (USFWS 2023a). The National Wetlands Mapper maintained by the US Fish and Wildlife service identified a riverine habitat that borders the northern boundary of campus crossing below Camino Real and proceeds east away from Patriot HS campus (USFWS 2023b). The project site is located on the southern portion of the Patriot HS campus. The project site does not contain any riparian habitat and would not impact the riverine habitat. Therefore, no impacts to riparian sensitive natural communities would occur.

- 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?**

No Impact. The project site is currently developed with the existing Patriot HS track and field and other associated athletic facilities. As discussed in section 3.4(b), the National Wetlands Mapper identified a riverine habitat along the northern boundary of the Patriot HS campus that continues eastward away from the campus. No wetlands exist within the project site, and construction related activities would occur on the project site (USFWS 2023b). Therefore, the proposed project would not have a substantial adverse effect on protected wetlands, and no impact would occur.

- 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?**

Less Than Significant Impact With Mitigation Incorporated. The project site is in an urbanized area of the City of Jurupa Valley. The project site is developed with the existing Patriot HS athletic facilities, and the surrounding areas are largely developed with residential uses. No federally designated critical habitat exists on site or in the vicinity of the project site (USFWS 2023a). The project site contains several trees that could be used for nesting by bird species. The proposed project would remove up to three trees which could have the potential impact to nesting birds. Nesting birds are protected by the Migratory Bird Treaty Act (MBTA) which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (US Code, Title 16, Sections 703–712). The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The United States Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. Compliance with the existing California Department of Fish and Wildlife

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regulations and implementation of mitigation measure BIO-1 below would ensure that impacts remain less than significant to nesting and migratory birds.

Mitigation Measures

BIO-1 Preconstruction Avian Survey. If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for nesting birds and raptors (birds of prey) within the existing trees onsite, which would be removed during construction, shall be conducted by a qualified biologist 14 days prior to the commencement of the tree removal or site grading activities. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of construction-related activities, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds and a minimum of 200 feet for raptors. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction, and the sensitivity of the birds nesting). Additional protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

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

No Impact. There are no local biological-related policies or ordinances, such as preservation policy or ordinance that is applicable to the project site. The project site contains trees, up to three trees would be removed from the project site. None of the trees onsite are protected species and the proposed project would comply with applicable federal and state regulations protecting biological resources, such as the MBTA. The proposed project would not conflict with local policies or ordinances; therefore, no impact would occur.

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?

No Impact. The project site is developed with the existing Patriot HS athletic facilities and associated structures. The proposed project is within the MSHCP area (RCA 2023). However, the proposed project is not within any MSHCP conserved land area. The proposed project would not affect the HCP/NCCP, or other approved local, regional, or state conservation plan, and therefore no impact would occur.

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3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) 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;
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Construction of the existing Patriot HS was completed in 2005, other structures on campus were developed therefore after 2005 (JUSD 2007). The campus is not listed as a historical resource in the National Register of Historic Places (National Parks Service 2023). Additionally, Patriot HS is not listed in the California Historical Landmarks, Points of Historical Interest, or State Historic Structures (California State Parks 2023). Therefore, there are no historic resources on the project site or campus that would be considered historically significant pursuant to § 15064.5. No impact to historical resources would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. Implementation of the proposed project would result in limited ground disturbance to install the permanent stadium lighting, bleachers, metal screen, and scoreboard and construction a one story 3,000 concessions building. Earthwork associated with the proposed project would include grading for proper base and slope for the concessions building and bleachers, drill holes for installation of proposed light poles, support beams for the scoreboard and metal screen, and utility trenching. The earthwork activities associated with the proposed project would generally be surface level since no subterranean levels are proposed, which typically requires extensive excavation. Additionally, the project site has been previously disturbed since it is currently developed with an existing track and field, baseball diamond, and associated facilities. The Geotechnical Investigation determined that undocumented fill material is located throughout the project site between two to five feet in depth, due to the project site was previously graded for the existing conditions (Fenagh 2022). Therefore, it is unlikely that the proposed project would encounter unknown archaeological resources. Nevertheless, the potential still exists that ground disturbing activities from the proposed project may uncover unknown archaeological resources. In the unlikely event that archaeological resources are discovered during excavation or grading, work would cease in the area of the find

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and a qualified archaeologist would be contacted. A qualified archaeologist and tribal monitor will evaluate the find in accordance with federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2 and follow mitigation measures TCR-1 through TCR-3 located in the Section 3.18, *Tribal Cultural Resources*, below. Impacts would be less than significant with mitigation.

Mitigation Measures

Refer to Mitigation Measures TCR-1 through TCR-3 in Section 3.18, *Tribal Cultural Resources*, below.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Given the project site was previously disturbed, it is unlikely to support conditions conducive to the discovery of human remains. However, there is a remote possibility that human remains could be encountered during excavation and grading activities associated with the proposed project.

If human remains are encountered during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall halt and remain halted. The county coroner shall investigate the circumstances, manner, and cause of any death and recommend the treatment and disposition of the human remains to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code. The coroner is required to make a determination within two working days of being notified of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the NAHC, who will contact the “most likely descendant.” The most likely descendant shall receive access to the discovery and will provide recommendations or preferences for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code; and CEQA Guidelines Section 15064.5.

While unlikely, any accidental discovery of human remains during project construction and operation would be required to comply with all applicable laws and regulations establishing the proper handling of human remains. Compliance with these laws and regulations would ensure that proposed project would result in a less than significant impact.

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3.6 ENERGY

Would the project:

- a) **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. The following discusses the potential energy demands from short-term construction and long-term operational energy consumption associated with the stadium expansion and improvements at the Patriot HS campus.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Electricity use during construction of the proposed project would vary during different phases of construction. Construction of the proposed project would not require electricity to power most construction equipment. Electricity use during construction would vary during different phases of construction. The majority of construction equipment would be gas- or diesel-powered, and electricity would not be used to power most of the construction equipment. Later construction phases could result in the use of electricity-powered equipment for interior construction and architectural coatings. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered.

The proposed project would not result in wasteful, inefficient, or unnecessary use of energy during construction. The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary. In addition, all construction equipment would cease operating upon completion of proposed project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, it is anticipated that the construction equipment would be well maintained and

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meet the appropriate tier ratings per CALGreen or United States Environmental Protection Agency (EPA) emissions standards, so that adequate energy efficiency level is achieved.

Moreover, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the proposed project site is centrally located and is served by numerous regional freeway systems (e.g., SR-60) that provide the most direct routes from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less efficient generators. Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

Long-term Impacts During Operation

Operation of the proposed project would generate new demand for electricity, natural gas, and transportation energy on the project site. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor and stadium lighting.

Electrical Energy

Operation of the proposed project would consume electricity for various purposes, including but not limited to heating, cooling, and ventilation of concession/restroom building, water heating, operation of electrical systems, field lighting, and use of on-site equipment and appliances. Electrical service to the proposed project would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 8, *Electricity Consumption*, implementation of the proposed project would result in 72,706 kilowatt hours of electricity use per year.

Table 8 Electricity Consumption

Land Use	Electricity (kWh/year)
Proposed Project Conditions	
High School	23,689
Field Lighting ¹	48,238
Scoreboard ²	779
Total	72,706

Source: CalEEMod Version 2022.1.1.12

Notes:

¹ Based on Musco Lighting Plans provided by the District and calculated electricity use from field lighting (see Appendix A).

² Based on assumption that scoreboard would require maximum of 5 Kw/hr. Electro-Mech Scoreboard Co., 2023.

While the proposed project would result in a higher electricity demand than existing conditions onsite, it would be consistent with the requirements of the Building Energy Efficiency Standards and CALGreen. New buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. Encouraging sustainable and energy-efficient building practices and using more renewable energy

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strategies will further reduce building-related per capita energy consumption after buildout of the school campus and move closer toward achieving zero net energy. Compliance with these codes would decrease overall reliance on fossil fuels and increase reliance on renewable energy sources for electricity generation. Thus, operation of the proposed new concession/restroom building would not result in wasteful or unnecessary electricity.

Natural Gas Energy

The potential natural gas consumption for the proposed project site is shown in Table 9, *Natural Gas Consumption*. As shown in Table 9, implementation of the proposed project would generate an average natural gas demand of 87,143 kilo British thermal units per year, primarily due to natural gas use by the new concession/restroom building.

Table 9 Natural Gas Consumption	
Land Use	Natural Gas (kBTU/year)
Proposed Project Conditions	
High School	87,143
Source: CalEEMod Version 2022.11.12 Note: kBTU = kilo British thermal units.	

While the proposed project would result in a higher natural gas demand than existing conditions onsite, the new building would be consistent with the requirements of the Building Energy Efficiency Standards and would generally result in a decrease in per capita natural gas consumption. Compliance with these codes would decrease overall reliance on fossil fuels and increase reliance on renewable energy sources for electricity generation. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

Transportation Energy

The new stadium expansion and improvement would consume transportation energy during operations from the use of motor vehicles associated with students, staff, and visitors to the stadium. As described in Section 1.3., *Use and Scheduling*, the proposed increase in bleacher capacity is anticipated to generate an increase in spectator attendance of approximately 50 percent and thus increase transportation energy demand compared to existing conditions.

High school stadiums typically do not generate a significant number of vehicle trips during the peak hours of adjacent street traffic and daily trip generation is highly variable. As mentioned in Section 1.2.3, *Enrollment and Schedule*, sports team practices and activities that take place on the existing track and field are already generating vehicle trips to the site. Varsity level games and certain events (e.g. homecoming) are hosted off-site due to the limited capacity, and the proposed project would relocate these activities to the project site which would reduce VMT associated with these games/events. While the proposed project would result in a slight increase in VMT

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associated with new soccer, cross country, and baseball games, fuel used per capita to drive to the campus would be similar to the current conditions.¹

Further, fuel efficiency of vehicles during the buildout year of 2026 would on average improve compared to vehicle fuel efficiencies experienced under existing conditions, thereby resulting in a lower per capita fuel consumption in 2026 assuming travel distances, travel modes, and trip rates remain the same. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, the employees do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the project site's region more fuel-efficient vehicle options.

As electricity consumed in California is required to meet the increasing renewable energy mix requirements under the State's RPS and accelerated by SB 100, greater and greater proportions of electricity consumed for transportation energy demand envisioned under the proposed project would continue to be sourced from renewable energy sources rather than fossil fuels. Since vehicle fuel efficiencies would improve year over year through the buildout year of 2026 and result in a decrease in overall per capita transportation energy consumption, impacts would be less than significant with respect to operation-related fuel usage.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

¹ Section 3.17, *Transportation*, screens out VMT from these types of events because these events would generate fewer than 110 trips per day.

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The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the State in meeting its objective in transitioning to renewable energy. The proposed project also would comply with the latest Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct plans for renewable energy and energy efficiency and no impact would occur.

3.7 GEOLOGY AND SOILS

The section is based in part on the *Geotechnical Engineering and Geohazard Report, Patriot High School – Stadium Improvements, 4355 Camino Real Jurupa Valley, CA*, (Geotechnical Investigation), dated September 20, 2022, prepared by Fenagh Engineering and Testing (Fenagh).

Would the project:

- a) **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.**

No Impact. The project site is not located within an Alquist-Priolo Earthquake Fault Zone for fault rupture hazard (Fenagh 2022). An “un-named” or inferred fault is mapped approximately two miles northwest of the project site (Fenagh 2022). The Rialto-Colton Fault and Loma Linda fault are located approximately three miles to the northeast of the project site (Fenagh 2022). No active faults with the potential for surface fault rupture are known to encroach on the boundaries of the project site nor cross the school property (Fenagh 2022). Since no active faults exist onsite, surface rupture would not occur. No impact would occur.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. The project site is not located within an established Alquist-Priolo Earthquake Fault Zone. However, the project site, like all areas in Southern California, is subject to ground movement associated with earthquakes along the active faults. The degree of ground shaking, and earthquake-induced damage is dependent on multiple factors, such as distances to causative faults, earthquake magnitudes, and expected ground accelerations. The closest active fault is the Loma Linda fault approximately three miles to the northeast of the project site. The proposed project would be required to comply with the recommendations from the geotechnical investigation and the seismic design parameters of the California Building Code (CBC), which regulates all building and construction projects and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, evacuation, foundations, retaining walls, and site demolition. Additionally, the Division of State Architects (DSA) will ensure that the structures are sufficiently designed to withstand ground

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shaking. Compliance with CBC and recommendations from the geotechnical investigation would ensure that impacts are less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand, or gravel deposits that lose their load-supporting capability when subjected to intense shaking. Liquefaction potential varies based upon three main contributing factors: 1) cohesionless, granular soils having relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. The project site is located within a potentially liquefiable zone of high susceptibility. Groundwater was encountered at a depth of 45 feet below the ground surface during site exploration. The Geotechnical Investigation included an liquefaction analysis, which concluded that the potential for liquefaction at the project site is low (Fenagh 2022). Additionally, as previously described in Section 3.7(a)(ii), the proposed project would be required to comply with the CBC and the recommendations from the geotechnical investigation, which would ensure that impacts related to liquefaction would be less than significant.

iv) Landslides?

Less than Significant Impact. The project site is relatively flat and developed, no evidence of past landslides at or in the immediate vicinity of the project site was not observed (Fenagh 2022). The proposed home stadium bleachers are in close proximity to descending embankments, a slope stability analysis was performed. The stability analysis concluded that the slope surfaces are stable for deep-seated gross stability and the geologic materials were concluded to be dense and cohesive (i.e. stable). The proposed project has no potential to result in or be in the path of landslides. Therefore, the proposed project would not cause potentially substantial adverse effects related to slope and stability or seismically induced landslides, and a less than significant impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved and removed from one place and transported to another. The project site contains relatively flat terrain, which decreases the project's potential to accelerate erosion. The project site is developed with existing athletic facilities and associated structures. Implementation of the proposed project would require limited earthwork which include grading for proper base and slope for the concessions building and bleachers, drill holes for installation of proposed light poles, support beams for the scoreboard and metal screen, and utility trenching. Additionally, the proposed project does not contain any subterranean levels and would not require extensive excavation, which could expose more soils to erosion. In addition, because the proposed project encompasses an area of more than one acre, the proposed project would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. These include the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Program. The SWPPP for the proposed project would describe minimum and advanced construction best practices for erosion control at the site. Additionally, adherence with existing state and local laws regulating construction

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activities would minimize soil erosion. Therefore, the proposed project would not result in a substantial soil erosion or loss of topsoil, and a less than significant impact would occur.

- 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?**

Less Than Significant Impact. The project site is relatively flat and, as discussed above Thresholds 3.7 (a)iii and (a)iv, is not located within an area subject to landslides. Geologic materials observed were dense and cohesive, with a low potential for liquefaction (Fenagh 2022). The proposed project would be required to comply with the CBC and the geotechnical recommendations outlined in the Geotechnical Investigation, which would minimize the potential effects of unstable earth materials. Further, DSA would review project plans and would ensure that structures are designed to withstand unstable soils. A less than significant impact would occur.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink when they dry out and swell when soils become wet, resulting in the potential for cracking building foundations and in some cases, structural distress of the buildings themselves. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as Southern California, have a higher potential of expansive soils than areas with higher rainfall.

The Geotechnical Investigation, based on the results of laboratory testing of onsite soil borings, the soils were classified as medium dense to dense clayey sand (Fenagh 2022). Since the project site contains soils with clay content, soils onsite may be expansive. Based on the expansion index, the soils onsite have a very low to low expansion potential (Fenagh 2022). Additionally, as described in Threshold 3.7(a), compliance with the CBC and geotechnical recommendations outlined in the Geotechnical Investigation would ensure adequate structural integrity. Therefore, expansive soils are expected to have less than significant impact on direct or indirect risk to life or property due to expansive soils.

- 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?**

No Impact. The proposed project does not propose the use of septic tanks or alternative wastewater disposal systems. The proposed project is in an urbanized area of the City of Jurupa Valley, and the proposed project would connect to the City's wastewater system. No impacts related to septic systems would occur.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact. Paleontological resources or fossils are remains of ancient plants and animals that can provide scientifically significant information about the history of life on earth. This sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities that are recorded from that unit. The General Plan of Jurupa Valley indicated that the City contains geologic

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formation known to potentially contain paleontological resources (Jurupa Valley, 2017). Figure 4-18, *Paleontological Sensitivity in Jurupa Valley*, of the Jurupa Valley General Plan indicated the project site and surrounding areas are in a high paleontological sensitivity area. The project site has been previously developed for the existing Patriot HS sports facilities and associated athletic structures. The project site consists of organic topsoil, undocumented fill ranging from two to five feet below the ground surface followed by older alluvium. Development activities primarily would impact fill material. Nevertheless, while paleontological resources are not expected to be discovered during project construction, it is possible that unknown paleontological resources could be discovered during grading activities. Implementation of Mitigation Measure GEO-1 would ensure that impacts to unknown paleontological resources is less than significant.

The project site is entirely developed with athletics facilities associated with Patriot High School. No unique geologic features exist on the project site. The proposed project would not directly nor indirectly destroy unique geologic features. No impact would occur.

Mitigation Measure

GEO-1 In the event that fossils or fossil locality deposits are discovered during construction, excavations within 50-feet of the fossil locality shall be temporarily halted until removal of the fossil localities. The contractor shall notify a qualified paleontologist to investigate its significance. If the fossil locality is determined to be significant by the qualified paleontologist the paleontologist shall work with the District to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important.

3.8 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.²

Information on manufacture of cement, steel, and other “life cycle” emissions that would occur as a result of the Project are not applicable and are not included in the analysis.³ Black carbon emissions are not included in

² Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

³ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in

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the GHG analysis because the CARB does not include this pollutant in the state's Senate Bill 32 (SB 32)/Assembly Bill (AB) 1279 inventory and treats this short-lived climate pollutant separately.⁴ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction and net operation-phase GHG emissions are shown in Table 10, *Project-Related Net Operation GHG Emissions*. Mobile source emissions are based on the traffic analysis prepared by Garland & Associates (see Section 3.17, *Transportation*), and assume all Varsity football game trips are new trips in addition to an increase in event attendance for some athletic activities. Furthermore, operation of the proposed project would result in a slight increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the proposed project. Overall, development and operation of the proposed project would not generate annual emissions that exceed the SCAQMD Working Group bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year (South Coast AQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant.

adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the Project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

⁴ Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017.).

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Table 10 Project-Related Net Operation GHG Emissions

Source	GHG (MTCO ₂ e/Year)
Mobile (Vehicle Trips) ¹	62
Area	<1
Energy	8
Water	<1
Solid Waste	1
Refrigerants	<1
Field Lighting and Scoreboard Energy ²	8
30-Year Construction Amortization ³	19
Total	98
South Coast AQMD Working Group Bright-Line Threshold	3,000 MTCO ₂ e/Yr
Exceeds Bright-Line Threshold?	No

Source: CalEEMod, Version 2022.1.1.12
Notes: MTons = metric tons; MTCO₂e = metric ton of carbon dioxide equivalent
¹ Calculated annual trip rate based on information provided by Garland & Associates and practice schedule from the District (Appendix D).
² Lighting demand based on the Musco Lighting Plans and carbon intensity for Southern California Edison. GHG calculations based on assumption of 5 kWh. Electro-Mech Scoreboard Co., 2023. (Appendix A).
³ Total construction emission are amortized over 30 years per SCAQMD Working Group methodology.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the SCAGs' RTP/SCS. A consistency analysis with these plans is presented below.

CARB Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the State's anthropogenic GHG emissions (CARB 2022). The 2022 Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties or individual projects (i.e., the 2022 Scoping Plan does not require the city to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the 2022 Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley California Advanced Clean Cars program).

Buildout of the proposed project would adhere to the programs and regulations identified by the 2022 Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. For example, the stadium improvements would continue to serve the local

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population and would provide people with a closer option compared to traveling to other stadiums to watch varsity level games.

Therefore, the proposed project would be consistent with State efforts to reduce motor vehicle emissions and generate GHG emissions consistent with the reduction goals of AB 32, SB 32, and AB 1279. The proposed project would not obstruct implementation of the 2022 Scoping Plan, and a less than significant impact would occur.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The improved stadium development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. As mentioned previously, the stadium improvements would continue to serve the local population and would provide people with a closer option compared to traveling to other stadiums to watch varsity level games. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal Plan, and impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Less Than Significant Impact. Construction of the proposed project would require small amounts of hazardous materials during construction, such as vehicle fuels, lubricants, grease and transmission fluids, and paints and coatings. The handling, use, transport, and disposal of hazardous materials during the construction phase of the proposed project would comply with existing regulations of several agencies—the Environmental Protection Agency (EPA), California Division of Occupational Safety and Health, US Occupational Safety and Health Administration (OSHA), and US Department of Transportation (USDOT).

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Operation of the proposed project would transport, use, store and dispose of small amounts of hazardous materials typical of school facilities such as cleaning and maintenance supplies (cleaners, gasoline, paint and pesticides). The proposed project includes various stadium improvements that would use cleaners and other chemicals in relatively small quantities, which is not typically considered hazardous materials that could result in a significant hazard to the public or the environment. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the campus. Compliance with applicable federal and state laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, the proposed project would not create substantial hazards to the public or the environment. Impacts would be less than significant.

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?

Less Than Significant Impact. The project site is currently developed with the existing Patriot HS track and field and other associated athletic facilities. Five environmental lists were searched for hazardous materials site on the project site:

- **GeoTracker.** State Water Resources Control Board (SWRCB 2023)
- **EnviroStor.** Department of Toxic Substances Control (DTSC 2023)
- **EJScreen.** US Environmental Protection Agency (EPA 2012a)
- **EnviroMapper.** US Environmental Protection Agency (EPA 2023b)
- **Solid Waste Information System (SWIS).** California Department of Resources Recovery and Recycling (Cal Recycle 2023).

Based on the following five databases there is no evidence that a hazardous materials release or threatened release have occurred on the project site or within a 1,500-foot radius. The project site is largely surrounded by residential uses. As discussed in Threshold 3.9(a), construction activities would require small amounts of hazardous materials; which include vehicle fuels, lubricants, grease and transmission fluids as well as paints and coatings. The use, transportation and disposal of hazardous materials would be in accordance with regulatory standards and manufactures' specifications. Hazardous materials would be used in small quantities and properly stored, so they do not pose health and safety hazards. Operation of the proposed project would transport, use, store and dispose of small amounts of hazardous materials typical of school facilities such as cleaning and maintenance supplies (such as cleaners, gasoline, paint and pesticides). Operation of the proposed project would use cleaners and other chemicals in relatively small quantities, which is not typically considered hazardous materials that could result in a significant hazard to the public or the environment. Compliance with applicable federal and state laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure impacts would be less than significant.

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- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant Impact. The project site is located on the southern portion of Patriot High School. In addition, the project site is approximately 0.25 miles northwest of the Camino Real Elementary School located at 4655 Camino Real. As discussed in Threshold 3.9(a), construction and operation of the proposed project would handle small amounts of hazardous materials typical of construction activities and scholastic athletic activities (during operation). The use, transportation and storage of hazardous materials would be required to comply to all applicable state and federal regulations that would ensure the proper handling of such materials. As discussed in Threshold 3.9(b), there is no evidence that a hazardous materials release or threatened release have occurred on the project site or within a 1,500-foot radius of the project site. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Thus, impacts would be less than significant.

- 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?**

Less Than Significant Impact. Five environmental lists were searched for hazardous materials site on the project site:

- **GeoTracker.** State Water Resources Control Board (SWRCB 2023)
- **EnviroStor.** Department of Toxic Substances Control (DTSC 2023)
- **EJScreen.** US Environmental Protection Agency (EPA 2023a)
- **EnviroMapper.** US Environmental Protection Agency (EPA 2023b)
- **Solid Waste Information System (SWIS).** California Department of Resources Recovery and Recycling (Cal Recycle 2023).

The project site is not listed on any of the five databases above. Therefore, the proposed project would not create a hazard to the public because of a hazardous materials site compiled pursuant to Government Code Section 65962.5. Impact would be less than significant.

- 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. The closest public airports to the project site are the Flabob Airport (approximately 2.3 miles southeast of the project site) and the Riverside Municipal Airport (approximately 6 miles south of the project site). The project site is not within an airport land use plan nor within the Riverside Municipal Airport or Flabob Airport influence area (Riverside 2021). The project site is not within two miles of a public airport or public use airport. No impact would occur.

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f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would have a significant impact if it would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City of Jurupa Valley utilizes the 2019 Riverside County Emergency Operations Plan (EOP). The 2019 Riverside County EOP provides guidance for City response to extraordinary emergencies associated with localized events or catastrophic disasters (i.e. natural disasters). The EOP facilitates multijurisdictional and intergovernmental coordination into a structure to save lives, protect property and the environment, restore essential services and critical infrastructure. The EOP aims to serve to interface with applicable local, state, and Federal contingency plans. Evacuation would be carried out by the Riverside County Sheriff's Department; however, no evacuation routes are defined in the 2019 Riverside County EOP.

The proposed project would not alter the existing circulation or access on site. Construction-related vehicles and materials would be properly stored onsite as not to block vehicle circulation or access onto the project site and no vehicles or materials would be stored on public rights-of-way. The proposed project would comply with the California Department of Education (CDE) guidelines for site design and circulation. DSA would review the project plans to ensure adequate emergency access and circulation during operation. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would have a less than significant impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. As discussed in Section 3.20, Wildfire, the project site is located within a local responsibility area. The project site is not located in a state responsibility area or lands classified as a designated Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire 2022a). The purpose of the proposed project is to support existing Patriot High School students, staff, and school community. The proposed project would relocate existing games and events that currently occur at Rubidoux High School to Patriot High School. Additionally, the proposed project would allow for an increase in events and spectators onsite. The proposed project would not affect student enrollment at Patriot High School. The proposed structures are typical of a high school stadium, such as bleachers, press box, and concession building. Structures onsite and emergency access would be designed and constructed in accordance with the California Building Code and Fire Code. As further discussed in Section 3.15, *Public Services*, the proposed project would be adequately served by the Riverside County Fire Department. Therefore, the proposed project would not expose people or structures significant risk of loss, injury or death involving wildland fires, and less than significant impact would occur.

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3.10 HYDROLOGY AND WATER QUALITY

Would the project:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

Less Than Significant Impact. Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, and sediment. This runoff can flow directly into local streams or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats. The construction and operational phases of the proposed project could have the potential to impact water quality. The following is a discussion of the potential impacts that the construction and operational phases of the proposed project could have on water resources and quality.

Construction

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

The proposed project would be required to comply with all applicable regulatory requirements governing water quality. The proposed project would be required to comply with the National Pollutant Discharge Elimination System Construction General Permit (CGP; 2022-0057-DWQ). The CGP requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The State Water Resource Control Board (SWRCB) mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. Prior to the start of construction activities, the project applicant must file Permit Registration Documents (PRDs) with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. The construction contractor is required to maintain a copy of the SWPPP on-site at all times and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls to mitigate potential pollutant sources. Which include, but are not limited to: erosion controls, sediment controls, tracking controls, non-storm water management, materials and waste management and good housekeeping practices. Submittal of the PRDs and implementation of the SWPPP and its associated BMPs throughout the construction phase would result in an impact of less than significant.

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Operation

Once the proposed project has been constructed, urban runoff could include a variety of contaminants that are typical of operation of school athletic facilities, that could impact water quality. As discussed in Threshold 3.9(b), above, the proposed project would be required to comply with applicable federal and state laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure impacts would be less than significant.

Further, the proposed project would implement BMPs to control and amount and quality of the stormwater leaving the project site, and the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Thus, impacts would be less than significant.

b) 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. The project site is located within the Upper Santa Ana Valley – Chino Groundwater Basin. The project site is already developed, and contains impervious and pervious surfaces, and runoff from the proposed project would go directly into the ground or to the storm drains on Patriot High School campus or along Jurupa Road southwest of the project site. The project site is not used for groundwater recharge activities nor extraction. The proposed project would result in a slight increase in impervious surfaces compared to existing conditions with the installation of new larger bleachers, a 3,000 square foot concession building, and walkways. The increase in impervious surfaces due to the proposed project would be minor, and the majority of the project site would remain in its current state (e.g. the track, field, and baseball diamond). Therefore, the proposed project would not substantially interfere with rainwater percolating into the groundwater.

As discussed in Threshold 3.10(a), the proposed project would be required to comply with all applicable regulations governing water quality and use. The Jurupa Community Services District 2020 Urban Water Management Plan (UWMP) identifies the Chino Groundwater Basin as the primary source of water supplies with an estimated 12 million acre-feet of water in storage (JCSD 2021). Additionally, the Chico Groundwater Basin is one of the largest groundwater basins in Southern California which covers 230 square miles. Therefore, the slight increase of impervious surfaces on the project site would not substantially decrease groundwater supplies nor interfere with groundwater recharge. Thus, impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Erosion and siltation impacts that could result from alteration of drainage patterns would, for the most part, occur during the proposed project's construction phase, which would include site preparation and grading activities. Environmental factors that affect erosion include

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topography, soil type, wind, and rainfall. Siltation is associated with sediment transport and deposition in waterways. The proposed project would not involve the alteration of any natural drainage channels or any watercourse. As discussed above, the proposed project would only result in a minor increase of impervious surfaces on the project site, and the majority of the project site would remain in its current state.

The proposed project's construction includes grading, utilities trenching, asphalt demolition and removal of existing bleachers. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. As discussed in Section 3.10(a), the proposed project would be required to submit PRDs and a SWPPP to the SWRCB for approval prior to the commencement of construction activities. The SWPPP would describe the BMPs to reduce the impact of erosion and siltation to less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The project site is built out with hardscape, athletic fields and associated structures. Furthermore, the proposed project would not involve the alteration of any natural drainage or watercourse. As discussed above, the proposed project would only result in a minor increase of impervious surfaces on the project site, and the majority of the project site would remain in its current state. Thus, the amount of stormwater runoff reaching the City's storm drain system would be similar to existing conditions. The proposed project would not substantially increase the rate or amount of surface runoff in a manner that would cause flooding on or off site. Therefore, impacts related to stormwater drainage and flooding would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The project site is built out with hardscape, athletic fields and associated structures, and implementation of the proposed project would not substantially increase the amount of impervious surfaces on the project site. The majority of the project site would remain in its current state. Therefore, the proposed project would generate stormwater similar to existing conditions. Stormwater that does not percolate into the ground would be directed to storm drains on the Patriot High School campus and to surrounding storm drains in the public right of way. As discussed above, construction and operation of the proposed project would be required to implement best management practices that would control the amount and quality of stormwater leaving the project site. The small quantities of hazardous materials used onsite would be properly handled, stored, and used.

The proposed project would not exceed the capacity of existing stormwater drainage systems and would not create substantial additional sources of polluted runoff. Impacts would be less than significant.

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iv) Impede or redirect flood flows?

No Impact. The project site is not within a Federal Emergency Management Agency (FEMA) 100-year flood hazard zone (FEMA 2023). Jurupa Basin is approximately 0.25 southeast of the project site. However, according to the California Department of Water Resources' Dam Breach Inundation Map, the campus is not within the Jurupa Basin's inundation area, nor within any other inundation area (DWR 2023a). No other maps or documents from the Local Hazard Mitigation Plan, Jurupa Valley General Plan or the US Army Corps of Engineers (Corps) National Inventory of Dams identify the proposed project within a flood risk zone (Jurupa Valley 2018; Jurupa Valley 2017; US Army Corps of Engineers 2022). Therefore, the proposed project would not impede or redirect flood flows, and no impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The campus is approximately 37 miles inland from the Pacific Ocean, at an elevation of approximately 850 feet above mean sea level (amsl) and is outside of the tsunami hazard zone identified by the California Department of Conservation's California Tsunami Maps (DOC 2023). Therefore, the proposed project would not risk release of pollutants due to tsunamis.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches can occur at water storage facilities, such as reservoirs, and lakes. Seiches can cause inundation if the wave overflows a containment wall. Jurupa Basin is approximately 0.25 southeast of the project site. However, according to the California Department of Water Resources' Dam Breach Inundation Map, the campus is not within the Jurupa Basin's inundation area, nor within any other inundation area (DWR 2023a). Additionally, the Jurupa Valley General Plan Community Safety, Services and Facilities Element did not identify the proposed project within a flood zone.

While the proposed project is expected to use small amounts of hazardous materials during construction and operation (e.g., paints, cleaners, oils, etc.), the construction and operation of the proposed project would be required to comply with applicable regulations for proper handling, usage, and storage of potentially hazardous materials (see Section 3.9, *Hazards and Hazardous Materials*). Therefore, the proposed project would not release pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Santa Ana Regional Water Quality Control Board prepares and maintains the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) and designates beneficial uses for surface water bodies and groundwater within the area. The Basin Plan also contains water quality criteria for groundwater. The proposed project would not conflict or obstruct the implementation of a water quality control plan or a sustainable groundwater management plan. Project construction would be subject to the Statewide CGP and implementation of BMPs specified in the SWPPP. This would minimize the potential for erosion or siltation impacts to occur that could impact receiving waters. Therefore, the proposed project would comply with the Basin Plan.

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Additionally, the project site is in the Upper Santa Ana Valley – Chino Groundwater Basin. The groundwater basin is categorized as very low priority by the California Department of Water Resources (DWR 2023b). The Chino Groundwater Basin was adjudicated in 1978 and the Chino Basin Watermaster is responsible for the management of the Chino-sub basin (Chino Basin Watermaster 2020). Due to the basin being adjudicated, the Chino Groundwater Basin is exempt from the development of a Groundwater Sustainability Plan (GSP). The basin is managed by the Optimum Basin Management Program Update Report adopted in 2020. The court in 1978 found that the Chino Basin was operating in a continuous state of overdraft, as of July 2020 the court reduced the safe yield to be reduced by 3 percent of 135,000 AFY and reset to 131,000 AFY until June 30, 2030. Allowing parties (Cities or water districts) to pump in excess of their allotted right but required to pay a replenishment assessment. JCSD, the water provider for Jurupa Valley and the project site, has a legal right to pump water in an amount necessary to meet all demands as sanctioned and protected by the Chino Basin judgment and is assured due to the abundance of groundwater in the central and southern portion of the Chino Basin (Jurupa Community Services District 2021). Additionally, as discussed in Section 3.19(b), JCSD would have sufficient groundwater supplies to service the proposed project. Therefore, the proposed project's demand for groundwater would be within JCSD's capacity. Additionally, as substantiated in Threshold 3.10 (a) and (b), above, the proposed project would not violate any water quality standards. The proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The proposed project site and surrounding area are fully developed with urban land uses, such as residential land uses. The proposed project would occur on the southern side of the existing, developed Patriot HS campus. The proposed project would include the installation of new bleachers, press box, stadium lighting and baseball field lighting, concessions building, scoreboard, and metal screen. The proposed project improvements would be limited to the project site. The proposed project would not change any existing driveways leading to the campus. The proposed project would not create any new land use barriers, divide, or disrupt the physical arrangement of any surrounding communities. No impact would occur.

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?

No Impact. The proposed project would include stadium improvements to the existing track and field and varsity baseball diamond within the developed Patriot HS campus. The proposed project is consistent with the existing school and athletic uses at the project site. The project site is designated as "R-A-20000" residential agriculture and has a General Plan Land Use designation of "PF" Public Facility/Institutional (Jurupa Valley 2022a; Jurupa Valley 2022b). The proposed project would not alter or modify the project site's current land use and zoning designations. Development of the proposed project would not conflict with any applicable land use plans, policies or regulations. Therefore, there would be no impact.

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3.12 MINERAL RESOURCES

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?**

No Impact. Based on Figure 4-16, *Jurupa Valley Mineral Resources*, of the Jurupa Valley General Plan, the majority of the City of Jurupa Valley, including the project site, is within a MRZ-3 zone, which are “areas containing known or inferred minerals occurrences of undetermined mineral resource significance” (Jurupa Valley 2017, CDC 2022). A sand and gravel mine within a MRZ-2 zone is located approximately 1 mile northwest of the project site (CDC 2021). A MRZ-2 zone are areas where geologic data indicate significant mineral resources are present (Jurupa Valley 2017, CDC 2022). The Patriot HS campus and project site are developed and used as a high school. No mining activities currently exist on the project site nor at the campus. Construction and operation of the proposed project would not interfere with the availability of known mineral resources, since the project site is not located within a MRZ-1 nor MRZ-2 zone and no mining activities exist onsite. Therefore, the proposed project would not result in the loss of availability of a known mineral resource valuable to the region and the state, and no impact would occur.

- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact. Based on Figure 4-16, *Jurupa Valley Mineral Resources*, of the Jurupa Valley General Plan, the majority of the City of Jurupa Valley, including the project site, is within a MRZ-3 zone, which are “areas containing known or inferred minerals occurrences of undetermined mineral resource significance” (Jurupa Valley 2017, CDC 2022). A sand and gravel mine within a MRZ-2 zone is located approximately 1 mile northwest of the project site (CDC 2021). A MRZ-2 zone are areas where geologic data indicate significant mineral resources are present (Jurupa Valley 2017, CDC 2022). The Patriot HS campus and project site are developed and used as a high school. No mining activities currently exist on the project site nor at the campus. Construction and operation of the proposed project would not interfere with the availability of known mineral resources, since the project site is not located within a MRZ-1 nor MRZ-2 zone and no mining activities exist onsite. Therefore, the proposed project would not cause a loss of availability of a resource, and no impact would occur.

3.13 NOISE

Noise Fundamentals

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and local governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix C.

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Environmental Setting

Ambient Noise Monitoring

Long Term

To determine a baseline noise level at different environments within the project area, ambient noise monitoring was conducted in the vicinity of Patriot High School. Staff conducted noise monitoring at and nearby neighborhoods of the project site from March 6 through March 7, 2023. Noise measurements consisted of one long-term (24-hours) and four short-term (15-minute).

The primary noise source at all measurement locations is traffic or school activity. Urban, school, and residential activity (such as dogs, car doors shutting, and conversations of passersby) also contributed to the overall noise environment. Meteorological conditions during the measurement periods were favorable for outdoor sound measurements and were noted to be representative of the typical conditions for the season. Generally, conditions included clear skies with temperatures varying between 78-85 degrees Fahrenheit (°F) with winds ranging between 3 and 6 miles per hour (mph). All sound level meters (SLM) were equipped with a windscreen during measurements.

The long-term SLM used (Soft Db Piccolo II) for noise monitoring satisfies the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The long-term SLM was set to “slow” response and “A” weighting (dBA). The meter was calibrated prior to and after the monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces. Long-term noise measurement location is described below and shown in Figure 9, *Approximate Noise Monitoring Locations*, and results are summarized in Table 11, *Long-Term Noise Measurement Summary*.

- **Long-Term Location 1 (LT-B)** was mounted near the intersection of Jurupa Road and Bethel Road approximately 5 feet south from the nearest southbound travel lane centerline. A 24-hour noise measurement was conducted, beginning at 1:00 PM on Thursday, April 6, 2023. The noise environment is characterized primarily by vehicle traffic on Jurupa Road.

Table 11 Long-Term Noise Measurement Summary

Monitoring Location	Description	24-hour Noise Level, dBA		
		CNEL	Lowest Leq(1hr)	Highest Leq(1hr)
LT-B	Intersection of Jurupa Road and Bethel Road near Patriot High School and near 4571 Bethel Road (residence) 4/06/2023, 1:00 PM	70	52.9	76.4

Short Term

Four short-term (15-minute) measurement locations were selected and conducted around Patriot HS. All measurements were conducted Thursday, April 6, 2023. All short-term measurements were conducted during the regular school hours.

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The short-term SLM used (Larson Davis LxT) for noise monitoring satisfies the American National Standards Institute (ANSI) standard for Type 1 instrumentation.⁵ The short-term SLM was set to “slow” response and “A” weighting (dBA). The meter was calibrated prior to and after each monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces. Short-term measurement locations are described below and shown in Figure 9, *Approximate Noise Monitoring Locations*, and results are summarized in Table 12, *Short-Term Noise Measurements Summary in A-weighted Sound Levels*.

- **Short-Term Location 1 (ST-A)** was next to 7729 Abigail Street (residence). The measurement location was located approximately 100 feet west of the Patriot HS Basketball Courts. A 15-minute noise measurement began at 1:21 PM on Thursday, April 6, 2023. The noise environment is characterized primarily by cars passing by as well as students playing basketball on the Patriot HS Basketball Courts. Noise levels generally ranged from 50 dBA to 60 dBA.
- **Short-Term Location 2 (ST-C)** was next to 4477 Corte Entrada (residence). A 15-minute noise measurement began at 2:17 PM on Thursday, April 6, 2023. The noise environment is characterized primarily by residential noise and bird chirping activity within the neighborhood. Noise levels generally ranged from 45 dBA to 50 dBA.
- **Short-Term Location 3 (ST-D)** was along Camino Real in between The Cove Waterpark and residences to the south along River Glen Drive and between residences at Ave Baja and Patriot HS. The measurement location was located approximately 20 feet east of the nearest travel centerline. A 15-minute noise measurement began at 2:45 PM on Thursday, April 6, 2023. The noise environment is characterized primarily by cars passing by as well as pedestrians and bikers talking. School was dismissed, therefore, traffic activity from students leaving the surface parking lot as well as parent pickup activity were captured. Noise levels generally ranged from 60 dBA to 65 dBA.
- **Short-Term Location 4 (ST-E)** was next to 4227 Garth Street (residence). The measurement location was located approximately 100 feet west of the Patriot HS surface parking lot. A 15-minute noise measurement began at 1:48 PM on Thursday, April 6, 2023. The noise environment is characterized primarily by cars passing by as well as residential activity (birds chirping, residences talking, dogs barking) and background traffic noise from Mission Boulevard and mechanical equipment noise from the generators at the school. Noise levels generally ranged from 55 dBA to 60 dBA.

⁵ Monitoring of ambient noise was performed using Larson-Davis model LxT SLMs.

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Table 12 Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		Leq	Lmax	Lmin	L50	L25	L8	L2
ST-A	Next to 7729 Abigail Street (residence) 4/06/2023, 1:21 PM	57.1	76.0	46.4	50.9	53.6	58.0	65.3
ST-C	Next to 4477 Corte Entrada (residence) 4/06/2023, 2:17 PM	50.2	62.1	42.6	48.3	50.7	54.0	56.1
ST-D	Along Camino Real in between The Cove Waterpark and residences to the south along River Glen Drive and between residences at Ave Baja and Patriot High School 4/06/2023, 2:45 PM	64.1	78.4	48.1	61.1	64.5	68.0	72.0
ST-E	Next to 4227 Garth Street (residence) 4/06/2023, 1:48 PM	58.9	77.5	52.3	55.7	57.3	60.6	67.8

Source: PlaceWorks, 2023.

Existing Rail Noise Modeling

Rail Information

There is one railroad track that is approximately 85 feet south from the southern boundary of the campus and south of Jurupa Road. Union Pacific operates freight traffic on this track, which is called the Crestmore Industrial Lead. The Crestmore Industrial Lead is approximately seven miles long and begins at Pedley and ends at Crestmore. Freight traffic along this line is currently limited since the cement plant at the end of the line closed but there are still several industrial customers in the Crestmore area. The trains only operate three days during the week and typically consist of one to two locomotives with 10 to 20 cars. The speed limit along this track is 10 mph (FRA, 2023).

Noise Contours

Day-night average noise levels from train traffic vary depending on the number of trains operating along a given line per day, the timing and duration of train pass-by events, and whether the receptor is near an at-grade crossing. Existing railroad noise levels were estimated, based on the current daytime train traffic along the Crestmore Industrial Lead, using the Federal Transit Administration's (FTA's) CREATE rail noise model. The number of locomotives and rail cars was determined from FRA accident data.

It was assumed that one train per day would pass by the campus during school hours. For the CREATE model, land use category 2 (residential) was used, to develop an Ldn or CNEL level for evaluation of potential impact compared to the Noise Element in the General Plan. The distance from the southern fence of the campus and project site to the nearest rail line is approximately 85 feet. The Ldn or CNEL level at the school fence line is calculated to be 49 dBA, which is less than the exterior noise level of 65 dBA CNEL for schools in the City's Noise Element. Therefore, the noise levels from the trains passing by the project site would not exceed the criteria established by the City of Jurupa Valley.

In addition, the project site is about 775 feet from the nearest at-grade crossing. Locomotives are required to blow their horns when approaching an at-grade crossing. Therefore, the noise from locomotive horn blowing was also evaluated, using the Federal Rail Administration's Grade Crossing Horn Model. The results of the

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modeling indicate that the 65 dBA Ldn contour extends to a distance of 71 feet from the at-grade crossing. Therefore, since the campus is outside of this distance for 65 dBA Ldn, noise from locomotive horn blowing at the project site would be much less than 65 dBA Ldn and not result in a noise impact for students and staff.

Sensitive Receptors

There are sensitive receptors surrounding the project site, including the residences to the east, south, and west of the project site. The closest residences to the project site are single-family homes approximately 150 feet south along Jurupa Road.

Applicable Standards

State Noise Regulations

Title 5, Section 14040(q) California Department of Education

Under Title 5, the CDE regulations require the school district to consider noise in the site selection process. As recommended by CDE guidance, if a school district is considering a potential school site near a freeway or other source of noise, it should hire an acoustical engineer to determine the level of sound that the site is exposed to and to assist in designing the school should that site be chosen.

California Building Code

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."

The CALGreen has requirements for insulation that affects exterior-interior noise transmission for nonresidential structures. Pursuant to CALGreen Section 5.507.4.1, Exterior Noise Transmission, an architectural acoustics study may be required when a project site is within a 65 dBA CNEL or L_{dn} noise contour of an airport, freeway or expressway, railroad, industrial sources or fixed-guideway sources. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA L_{eq} during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels.

Jurupa Valley Municipal Code Noise Ordinance

The City of Jurupa Valley Municipal Code includes noise regulations in Title 11 – Peace, Morals, and Safety, Chapter 11.05 – Noise Regulations (referred to generally as the Noise Ordinance)(Jurupa Valley 2019b). Of the regulations in Chapter 11.05, not all are applicable to the proposed project. The following regulations would apply to the proposed project:

Figure 9 - Approximate Noise Monitoring Locations



- School Boundary
- **ST-X** Short-Term Noise Measurement Locations (4)
- **LT-X** Long-Term Noise Measurement Locations (1)
- ⊕ **F-X** Proposed MUSCO Light Poles (6)
- Proposed Varsity Baseball Light Poles (6)

0 400
Scale (Feet)



Source: Nearmap, Inc., 2022.

PlaceWorks

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Exemptions

Section 11.05.020 exempts certain sources that emanate noise from the provisions of this chapter, including:

- Public or private schools and school-sponsored activities;
- Heating and air conditioning equipment;
- The maintenance or repair of public properties;
- Private construction projects located within one-quarter (1/4) of a mile from an inhabited dwelling, provided that:
 - Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September;
 - Construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May;

General (Exterior) Noise Level Standards

Under Section 11.05.040 no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 (within the municipal code):

- For single and multi-family residential units a maximum decibel level of (dBA L_{max}) of 55 dBA shall not be exceeded during the hours of 7:00 a.m. to 10:00 p.m. and 45 dBA not to be exceeded during the hours of 10:00 p.m. to 7:00 a.m.

Federal Transit Administration

The City of Jurupa Valley does not have a quantified threshold for temporary construction noise and vibration. Therefore, to determine impact significance, the following FTA criteria are used in this analysis.

A vibration or construction noise impact would occur if:

- Vibration levels would exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential) will be used to assess vibration damage to residences at the nearby sensitive receptors.
- Project construction activities would generate noise levels greater than 80 dBA L_{eq} at the sensitive receptor property line.

Would the project result in:

3. Environmental Analysis

- 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?**

Less Than Significant Impact.

Construction Noise

The total duration for project construction is anticipated to be approximately 36 months and occur over three construction phases. Construction equipment for the proposed project would include equipment such as concrete saws, dozers, tractors, loaders, graders, generators, forklifts, rollers, pavers, and air compressors.

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul on off-site roadways leading to the project site and (2) stationary-source noise from use of construction equipment on the project site.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys including haul trucks may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet. However, these occurrences would generally be infrequent and last less than a few minutes.

Worker and vendor trips would total a maximum of 22 trips and up to 44 haul trips would occur during overlapping construction activity. Based on the latest student enrollment for the year 2022 to 2023, approximately 2,500 students attend the school. Therefore, when accounting each student enrolled as a single trip generated and integrating the worker, vendor, and haul trips into “existing trips”, the additional 66 daily trips from construction activity would result in a noise increase less than 0.1 dBA CNEL over existing conditions. As stated before, existing conditions only encompasses trips from student attendance and not from the nearby residences within the neighborhood. Therefore, impacts from construction trips would be much lower than estimated above if trip data was available for the adjacent local roadways. Nonetheless, at 0.1 dBA CNEL, the increase would be an indiscernible increase to nearby sensitive receivers. Therefore, construction-related trip noise would result in a less-than-significant impact.

Construction Equipment

Noise generated by onsite construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each activity phase is determined by combining the L_{eq} contributions from each piece of equipment used at a given time period, while accounting for the ongoing time-variations of noise emissions. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA (L_{max}) at 50 feet. However, overall noise emissions vary considerably, depending on the specific activity

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performed at any given moment, with the acoustical usage factor (AUF) included for each equipment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (from a point source, conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the project site with different loads and power requirements.

Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. Equipment for grading and site preparation is modeled at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors for mobile equipment. Similarly, construction noise from asphalt demolition, bleacher removal, and grading is modeled from the center of the proposed stadium/football field along with utility trenching and finishing and landscaping. Building construction and architectural coating are measured from the edge of the proposed new bleachers or new concession building to the nearest sensitive receptors. Additionally, field lighting and scoreboard installation are measured from the exact position they are proposed from to the nearest receptor.

The expected construction equipment mix was categorized by construction activity using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 13, *Project-Related Construction Noise, dBA L_{eq}*. RCNM modeling input and output worksheets are included in Appendix C.

Table 13 Project-Related Construction Noise, dBA L_{eq}

Construction Activity Phase	RCNM Reference Noise Level	Nearest Off-Campus and On-Campus Receptors			
		School Building to the North	Residences to the East	Residences to the South	Residences to the West
Distance in feet	50	700	480	460	760
Asphalt Demolition and Removal of Existing Bleachers	85	62	65	66	61
Site Prep	83	60	63	64	59
Grading	85	62	65	66	61
Distance in feet	50	330	315	230	570
Building Construction and Bleacher Installation	80	64	64	67	59
Architectural Coating	74	58	58	61	53
Distance in feet	50	394	315	140	400
Field Lighting and Scoreboard Install	80	62	64	71	62

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Table 13 Project-Related Construction Noise, dBA L_{eq}

Construction Activity Phase	RCNM Reference Noise Level	Nearest Off-Campus and On-Campus Receptors			
		School Building to the North	Residences to the East	Residences to the South	Residences to the West
Distance in feet	50	330	315	230	570
Paving	84	68	68	71	63
Distance in feet	50	700	480	460	400
Finish/Landscaping	80	57	60	61	62
Utility Trenching	82	59	62	63	64
Ambient Noise Level		--	76.4-50.2	76.4	76.4-57.1
Maximum dBA L _{eq}		68	68	71	64
Exceeds 80 dBA L _{eq} Threshold?		No	No	No	No

Notes: Calculations performed with the FHWA RCNM software are included in Appendix C.

Construction is proposed to take place during the municipal code allowable hours within 0.25 mile of an inhabited dwelling which are limited to the hours of 6:00 am to 6:00 pm during the months of June through September; and between the hours of 7:00 am to 6:00 pm during the months of October through May. However, as shown in Table 13, on average noise levels would not exceed the FTA threshold of 80 dBA L_{eq} at the nearest off-campus sensitive receptors and for the on-campus classroom buildings to the north. In addition, noise produced from construction activities would not cause noise levels to exceed 5 dB over ambient at the selected receptors closest to the project site. It is important to note that lower values presented in the ambient noise measurements were from receptors further away from the project site area and main roadways or occurred on the opposite end of a sound barrier from the actual ambient environment or blocked by a building (e.g. short term measurement C occurred inside the neighborhood/cul-de-sac, therefore, the noise is predominately the residential noise within the cul-de-sac and not noise from outside the neighborhood due to residential buildings and backyard walls blocking exterior noise sources). Therefore, providing noise attenuation to the actual ambient environment at the time of monitoring. Therefore, construction noise would result in a less than significant impact, and no mitigation would be necessary.

Operational Noise

Traffic Noise

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

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- For project-related traffic noise, the proposed project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” categories; or
- The proposed project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more within the “normally acceptable” or “conditionally acceptable” categories.

The proposed project would result in an increase in vehicles to the project site for sporting events and scholastic activities (such as graduation). Table 18, *Project Generated Traffic*, shows the project-related traffic noise increases which accounts for a capacity-level event, where traffic volume data for the new trips associated with the proposed project are provided by Garland Associates (2023). A capacity level event (3,530 spectators) would generate up to 2,120 vehicle trips (at a capacity-level event). In order to define ambient traffic noise levels, PlaceWorks staff conducted traffic counts for 15 minutes at short-term measurement location D and long-term measurement B in Figure 9 above. To obtain an estimated average daily traffic (ADT), The traffic volumes from the 15-minute count were multiplied by four to provide hourly counts, which those hourly counts were then multiplied by 24 to provide estimated ADT volumes. The original traffic counts can be found in Appendix C. The 2,120 trips from capacity level events were then added to this existing baseline to determine the increase in traffic-related noise associated with the proposed project. As shown in Table 14, traffic noise increases due to the proposed project from an at-capacity event would result in an increase of 0.9 dBA CNEL or less. It is important to note that traffic counts for Camino Real occurred during the end of the school day; thus, traffic counts were possibly higher than normal due to student curbside pickup activity. However, Jurupa Road did not have this activity occurring at the time of traffic count monitoring at this roadway segment. With a 0.9 dBA CNEL increase along Jurupa Road with peak capacity trips, the other scenarios analyzed by Garland Associates would be even lower as they involve fewer trips. In all cases, projected traffic noise increases would be below the 3.0 dBA significance threshold (lowest threshold). Therefore, traffic-related noise would result in a less-than-significant impact.

Table 14 Traffic Noise from Maximum Capacity Stadium Events, dBA CNEL

Roadway Segment	ADT Traffic Volumes		Project Increase (dBA)
	Existing	Existing plus Project	
Camino Real	15,744	17,864	0.5
Jurupa Road	9,696	11,816	0.9

Sources: Garland Associates, 2023 and PlaceWorks, 2023.

Mechanical Equipment Noise

Heating, ventilation, and air conditioning (HVAC) systems would be installed on the roof of the proposed stadium concession building. The nearest sensitive receptor property line to the proposed stadium concession building is approximately 420 feet to the east. Typical HVAC equipment generates noise levels ranging up to 52 dBA L_{max} at distance of 50 feet (Berger 2015). At 420 feet from the proposed building to the nearest sensitive receptor boundary to the east, noise levels would attenuate to 34 dBA L_{max} or less. Therefore, noise from the new HVAC equipment on the proposed concession building to the nearest sensitive receptors would be below

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the City of Jurupa Valley's exterior noise standards as set in the municipal code in Section 11.05.040 for residential land uses for the daytime criteria of 55 dBA L_{max} . Further, HVAC equipment is exempted by the standards set forth in Table 11.05.040 of the Jurupa Valley Municipal Code. Therefore, HVAC would be allowed to exceed the 55 dBA L_{max} criteria. Therefore, mechanical equipment noise would be less than significant.

Stadium Operations

Operations of the stadium would generate noise associated with crowds and amplified sound and speech from the proposed public address system. Two recent studies by PlaceWorks included football stadium with bleacher and public address noise modeled using SoundPLAN sound propagation software resulted in the following operational noise. These two example projects were used to establish a conservative stadium noise level for the proposed project.

William Workman High School Football Stadium (PlaceWorks, April 2019): Noise modeling was conducted for several residential locations closest to the project site. The sports field is in an area that is mostly flat. The modeling accounted for the surrounding buildings that would provide acoustical shielding. The operational noise analysis assumed full capacity of the stadium, which is a worst-case scenario expected to occur up to five times per year during varsity football games. The new stadium would include a synthetic turf stadium field, sports lighting, emergency egress lighting, and stadium bleachers accommodating up to 1,000 spectators (700 home and 300 visitors). The field would have lighting mounted on four 80-foot-tall poles. Two of the poles would be located on the north side of the football stadium with the remaining two on the south side of the football stadium. A total of six speakers (Electro-Voice Sx600 or equivalent) were proposed to be mounted on the four light poles. On the home side, two speakers were proposed to be mounted on each pole. One speaker would be directed toward the top of the bleachers and one speaker would be directed toward the bottom of the bleachers and field. On the visitor side one speaker would be mounted on each pole. These would also be directed toward the bleachers. Speakers would be mounted approximately 15 feet above the top of the bleacher seats (45 feet above finished grade). Each of the six speakers was modeled as an individual point source, angled in the proposed direction, and both bleachers were modeled as area sources. Results of SoundPLAN modeling indicate that future operational noise levels from a varsity football game in full attendance are predicted to range from 55 to 75 dBA L_{eq} at the first row of residential property lines to the east and west of the project. While multiple factors such as crowd size, type of game, type of amplified or live marching band, and shielding such as intervening buildings, may affect overall noise levels from event to event at each residential receptor, L_{50} noise levels during the highest-attended events would also be expected to reach approximately 75 dBA L_{50} at the nearest residential property lines. Exceedance of the 50 dBA L_{50} criterion is estimated to extend up to 600 feet west of the project boundary and up to 650 feet east of the project boundary. Therefore, at 50 feet from the football stadium, the crowd and speaker noise would range up to 72 dBA L_{50}/L_{eq} .

Costa Mesa High School Athletic Facilities IS/MND, Newport-Mesa Unified School District. (PlaceWorks, December 2016). The project would provide a new stadium with a total capacity of 1,000 seats. The associated PA system would be mounted on two poles on the home side and three poles on the visitor side. Noise levels observed during a football game with approximately 3,000 attendees ranged from roughly 57 to 58 dBA L_{eq} and from 68 to 71 dBA L_{max} (all at 350 feet from the side of the field). Scaling these events down to the 1,000 attendee capacity at the CMHS facility would nominally reduce these reference levels by

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approximately 5 dB. The bleacher noise scenario was modeled using SoundPLAN analysis software. At 50 feet, the 1,000 crowd and speakers would result in sound levels between 69 and 70 dBA L_{eq} .

Source Sound Level. Based on the above two noise studies, the conservative assumptions for a 1000-seat football stadium with loud speakers aiming at the bleacher seats, the sound level at 50 feet from a football stadium boundary would be 69 to 72 dBA L_{eq} , with the highest level at 72 dBA L_{eq} . This noise level is then used in this analysis as a worst case scenario for crowd and speaker noise combined.

Modification to Source Sound Level. The proposed project would place six (6) speakers at 60 feet high aiming at the football field. The proposed stadium bleacher capacity would increase from 585 seats to 3,530 seats (combined home and visitor bleachers). Based on this, the source noise level obtained above (for 1000 attendees) would be adjusted by an increase of 5.5 dBA (for 3,530 attendees), making the source noise level from the crowd and speaker to be 77.5 dBA L_{eq} at 50 feet.

Stadium Noise Impact Analysis. There are noise sensitive uses adjacent to the project site at Patriot High School:

- To the east: residences adjacent to Patriot HS are approximately 333 feet from the eastern bleacher (facing west) and approximately 600 feet from the western bleacher (facing east);
- To the south of Jurupa Road: residences are approximately 333 feet from the eastern bleacher (facing west) and approximately 466 feet from the western bleacher (facing east);
- To the west: Along Bethel Road, residences are approximately 600 feet from the western bleacher (facing east) and approximately 866 feet from the eastern bleacher (facing west);
- To the north/northwest: Along Abigail Street and Garth Street, residences are approximately 733 feet from the western bleacher (facing east) and approximately 866 feet from the eastern bleacher (facing west).

Table 15 below lists the off-site sensitive receivers and their respective distance from the proposed football stadium, and the projected crowd and speaker noise levels at these receivers.

Table 15 Summary of Football Stadium Noise Levels

Location	Distance to, feet		Noise Levels (dBA Leq)		
	Western Bleacher	Eastern Bleacher	Projected Football Stadium Sound Level	Ambient Noise Level Measured	Noise Level Change
Residences to the east	600	333 ^a	61.5	50.2-64.1	+11.3 / -2.6
Residences to the south	466	333	61.5	52.9-76.4	+8.6 / -14.9
Residences to the west	600	866	55.5	57.1	-1.6
Residences to the north/northwest	733	866	54.5	58.9	-4.4
Classrooms to the north of football stadium	430	430	59	N/A ^b	N/A ^b

Source: PlaceWorks, 2023

^a Distances in **bold** represent the shorter distances that are used in this analysis

^b Not applicable. No ambient noise measurement was conducted at the classrooms because the classrooms are at Patriot High School.

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Based on the projected stadium crowd and speaker noise levels and the measured ambient noise levels, residences to the west and north/northwest would not experience a substantial (5 dBA) increase in ambient noise level during the capacity-level events. However, there is a potential for residences to the east, along Corte Entrada, to be exposed to capacity-level stadium crowd and speaker noise that exceed 5 dBA over the measured ambient noise level. A sound barrier with a minimum height of 6 feet along the project's southeastern boundary, along the backyard property line of the residences, with sufficient length to cover the softball fields east of the project site, would reduce stadium crowd and speaker noise by 6 dBA, and project-related noise level would not raise the ambient noise by 5 dBA or more. Based on visual data from the project site visit and Google Earth, a 6-foot wall is already present for these residences adjacent to the Patriot High School. This existing 6-foot wall would abate noise levels generated by the proposed project to below the threshold (5 dBA), no further wall is required. Additionally, capacity-level events would only occur a few times a year and would not be a frequent occurrence. Therefore, impacts on off-site residences would be less than significant, and no mitigation would be required.

For classrooms on the campus, the nearest classrooms are those approximately 430 feet north of the football stadium. At 430 feet, noise level measured at 50 feet would be attenuated by 19 dBA compared to the noise level at 50 feet. Therefore, outside of the nearest classrooms to the north of the football stadium, noise from football stadium would be reduced to 59 dBA Leq. With an exterior-to-interior noise attenuation for standard classroom buildings, the interior noise level associated with football stadium events would be reduced to 35 dBA Leq with windows closed, and 47 dBA Leq with windows open. This range of interior noise levels would not interfere with teaching activity inside the classrooms. No noise impact would occur as a result of football stadium activity noise.

Baseball Field Noise

Noise associated with baseball field activity usually is lower than the noise from football stadium activity. It is less intensive compared to the noise from football field activity. Based on the above discussion on football stadium noise, noise associated with the baseball field would also be considered less than significant, especially because the distance between the baseball field and residences to the east is larger than the distance between the football stadium and the residences to the east.

The nearest classrooms are those approximately 800 feet to the northwest of the baseball field, which would provide a 24 dBA noise attenuation compared to the noise level measured at 50 feet. Even if it is assumed that noise from baseball field would be similar to that of the football stadium, 77.5 dBA Leq, it would be attenuated by 24 dBA to 54 dBA Leq. This noise level outside of the classrooms would not interfere with classroom teaching.

Therefore, operation of the project site would result in a less than significant impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

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Construction Vibration

Vibration Annoyance

Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Since construction activities are distributed throughout the project site, vibration annoyance impacts are typically based on average vibration levels (levels that would be experienced by sensitive receptors most of the time). Therefore, to represent the worst-case scenario of vibration levels, distances to the nearest sensitive receptor buildings are measured from the closest distances the equipment below might occur to the sensitive receptor. As a result, the north, east, south, and west calculations were measured from the closest construction activity/light pole installation. For vibration annoyance, the FTA vibration level limit of 72 VdB threshold will apply to the surrounding residential receptors and classroom building to the north.

Table 16 shows the vibration levels from typical earthmoving construction equipment at the nearest receptors. As shown in the table, construction-generated vibration levels would not exceed 72 VdB at any nearby sensitive receptors. Therefore, impacts related to construction vibration annoyance would be less than significant.

Table 16 Worst-Case Annoyance Vibration Levels from Construction Equipment

Equipment	Vibration Levels (VdB)				
	Reference Levels at 25 feet	Classrooms North of the Concession Building at 320 feet	Residences East of the Stadium Light Pole Installation at 307 feet	Residences South of the Baseball Light Pole Installation at 180 feet	Residences West of the Baseball Light Pole Installation at 200 feet
Vibratory Roller	94.0	60.8	61.3	68.3	66.9
Large Bulldozer	87.0	53.8	54.3	61.3	59.9
Caisson Drilling	86.0	53.8	54.3	61.3	59.9
Loaded Trucks	82.0	52.8	53.3	60.3	58.9
Jackhammer	79.0	45.8	46.3	53.3	51.9
Small Bulldozer	58.0	24.8	25.3	32.3	30.9
FTA Threshold	-	72	72	72	72
Exceeds Threshold?	-	No	No	No	No

Source: FTA 2018.

Bold numbers indicate values that exceed the FTA annoyance criteria.

NA= Not Applicable

Distances are from the nearest distance from where these equipment pieces may be used to the nearest receptor building within each land use type.

Vibration Damage

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible

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vibrations at moderate levels, to slight architectural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

For reference, a vibration level of 0.2 in/sec PPV is used as the limit for non-engineered timber and masonry buildings (which would apply to the surrounding residential structures) (FTA 2018). Vibration damage is measured from the edge of the project site to the nearest structure (home) façade because vibration damage, unlike human vibration perception or annoyance, is determined by measuring instantaneous PPV generated by equipment. Table 17, *Vibration Damage Levels for Typical Construction Equipment*, summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and at the nearest sensitive receptors. The nearest structure to proposed construction activities is the residences approximately 160 feet or less to the south of the project site. If paving, demolition, grading, and earthwork equipment operates within approximately 25 feet or less of the residences, the 0.2 in/sec PPV threshold would be exceeded.

Table 17 Vibration Damage Levels for Typical Construction Equipment

Equipment	PPV (in/sec)				
	FTA Reference at 25 feet	Patriot HS Classroom to the north at 280 feet	Residences to the east at 320 feet	Residences to the south at 160 feet	Residences to the west at 195 feet
Vibratory Roller	0.21	0.006	0.005	0.013	0.010
Large Bulldozer	0.089	0.002	0.002	0.005	0.004
Caisson Drilling	0.089	0.002	0.002	0.005	0.004
Loaded Trucks	0.076	0.002	0.002	0.005	0.003
Jackhammer	0.035	0.001	0.001	0.002	0.002
Small Bulldozer	0.003	0.000	0.000	0.000	0.000

Sources: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

NA= Not Applicable

Bold = Threshold exceedance

As shown in Table 17, vibration levels would not result in an exceedance of 0.2 in/sec PPV at nearby sensitive receptors from the proposed remodeling, resulting in a less than significant impact.

Operational Vibration

The proposed project is not the type of project that would generate extensive vibration (such as certain industrial uses or railroad uses). The operation of the proposed project would not include any substantial long-term vibration sources. Further, any minor vibrations, such as walking along the bleachers, would quickly dissipate and would not expand beyond the project site. Thus, no significant vibration effects from operation of the proposed project would occur.

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- 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?**

No Impact. The proposed project is located approximately 2.3 miles northwest from the Flabob Airport (AirNav 2023). The proposed project would not expose people working in the project area to excessive aircraft noise levels. Thus, no impact would occur, and no mitigation measures are necessary.

3.14 POPULATION AND HOUSING

Would the project:

- 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)?**

No Impact. The proposed project would be constructed within the existing campus, in the areas of the current developed track, field, and baseball diamond. The proposed project would serve the existing needs of the campus and would not increase student enrollment nor student capacity. The proposed project would not create a significant number of new employment opportunities that could result in a greater demand for local housing, since the proposed events onsite already occur at Rubidoux High School and would be relocated to the project site. Additionally, the proposed project would continue to utilize the existing roads and infrastructure; with no new roads, expanded utility lines, or housing are proposed. Therefore, project development would not induce substantial population growth in the area, either directly or indirectly. Thus, no impact would occur.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The proposed project would be constructed within the existing campus, in the areas of the current developed track, field, and baseball diamond. No housing exists on the Patriot HS campus. Since project development would occur on the school campus, there would be no relocation or construction of replacement housing. Therefore, no impact would occur.

3.15 PUBLIC SERVICES

Notification letters and questionnaires were sent to the Riverside County Fire Department and the Riverside County Sheriff's Office, Jurupa Valley Station; however, no responses to the questionnaires were received from either public agency.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

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a) Fire protection?

Less Than Significant Impact. The Riverside County Fire Department (RCFD) would provide fire protection and emergency services to the project site. RCFD provides fire protection, emergency services, hazardous materials mitigation, technical rescue response, public services assist and disaster preparedness and response (Jurupa Valley 2023a). The nearest Jurupa Valley fire station to Patriot HS is West Riverside #18, located at 7545 Mission Boulevard just east of campus, approximately 0.30 miles away. Other stations may also respond to calls from the project site and/or support fire protection needs at the project site.

Construction

During the construction phase of the proposed project over three construction phases, construction workers would temporarily be on-site. Construction of the proposed project would be required to comply with state building and fire codes to ensure onsite safety during construction. The code includes standards for building and construction, requirements for emergency access, hazardous material handling, and fire protection systems. Construction plans of the proposed project would be reviewed and inspected by the Division of State Architects to ensure all requirements are met, such as adequate emergency access to the project site during construction. Construction of the proposed project would further implement Occupational Safety and Health Administrative (OSHA) regulations to ensure the building would not interfere with access and travel of emergency vehicles. Therefore, project construction would not affect fire/emergency response protection services to the extent that new or physically altered fire facilities would be needed to maintain acceptable service ratios, response times, or other performance objectives for fire protection services, construction-related impacts on fire protection would be less than significant.

Operation

The proposed project is intended to extend usable hours of the existing sports facilities by installing lighting. The proposed project would not increase student enrollment or school capacity. However, the proposed project would increase stadium capacity (the bleacher capacity would increase from 585 seats to 3,530 seats) and number of events occurring onsite. The increase in bleacher capacity and events would generate more people and activities on the project site, which may create an increase in demand for fire protection services compared to existing conditions onsite.

The existing access and circulation features at Patriot HS, including the on-site roadways, parking lots, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles (such as the fire lane along the eastern side of the project site). The proposed project would be designed to accommodate emergency access to the facility in accordance with the fire code and would be reviewed by the Division of State Architects. Emergency vehicles have access to the proposed project and all other areas of the school via on-site travel corridors consistent with existing conditions. Therefore, the proposed project would not affect emergency access to the project site. Sporting events and activities onsite would be monitored and supervised by District staff or other authorized supervisor. Although the proposed project may create a slight increase in the demand for fire protection services compared to existing conditions, the proposed project would not generate an increase in fire protection facilities nor personnel in manner that would require new or physically altered fire protection facilities. The proposed project would not

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require new or physically alter fire protection facilities or routes. The proposed project would have a less than significant impact on fire protection services.

b) Police protection?

Less Than Significant Impact. The City of Jurupa Valley receives police services from the Riverside County Sheriff's Department (RCSD). RCSD provides police protection services out of the Jurupa Valley Station, located at 7477 Mission Boulevard just east of campus, approximately 0.30 miles away from the project site.

Construction

During the construction phases of the proposed project, construction workers would temporarily be on-site. Construction of the proposed project would maintain emergency access and emergency egress routes during project construction. Active construction areas would be fenced during the construction phase, and construction site access would be limited to authorized personnel. Further, the storage and staging of construction equipment would occur on the Patriot HS campus, which is fenced, and equipment and vehicles would be locked and only accessible by authorized personnel. Therefore, the temporary construction of the proposed project would not materially increase the demand for police protection services. It would not result in the need for physically altered or new sheriff facilities, which could result in environmental impacts, and impacts would be less than significant.

Operation

The proposed project is intended to extend usable hours of the existing sports facilities by installing lighting. The proposed project would not increase student enrollment or school capacity. However, the proposed project would increase stadium capacity (the bleacher capacity would increase from 585 seats to 3,530 seats) and number of events occurring onsite would increase. The increase in bleacher capacity and events would generate more people and activities on the project site, which may create an increase in demand for police protection services compared to existing conditions onsite. Sporting events and activities onsite would be monitored and supervised by District staff or other authorized supervisor, which would deter unwanted activities. Further as discussed under Threshold (a) above, the proposed project would maintain existing circulation and access points on the campus and project site. Although the proposed project may create a slight increase in the demand for police protection services compared to existing conditions, the proposed project would not generate an increase in police protection facilities nor personnel in manner that would require new or physically altered police protection facilities. The proposed project would not require new or physically alter police protection facilities or routes. The proposed project would have a less than significant impact on police protection services.

c) Schools?

No Impact. The proposed project includes stadium improvements to the existing sports stadium and varsity baseball diamond at the existing Patriot HS. Demand for schools is largely generated by new housing developments. The proposed project would serve existing students and would not generate an increase in student capacity or enrollment. Therefore, no impacts to schools would occur.

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d) Parks?

Less than Significant Impact. Parks in the City are managed by the Jurupa Area Recreation and Park District (JARPD) (JARPD 2023). JARPD manages a total of 34 parks/recreational facilities. The nearest park is Shaylor Park, 0.01 miles west of the project site. Typically, an increase in demand for parks is created by the development of new housing and/or population generating actions. The proposed project is a stadium improvement project on an existing school campus and would not generate new students or housing that can increase the demand on parks. The proposed project would serve the existing needs of the campus. The proposed project would not increase the use of existing parks or recreational facilities, or the need for new parks or recreational facilities. The proposed project would continue to be available to authorized community groups during weekends and outside school hours, subject to District facility use policies and the Civic Center Act. Thus, the proposed project would provide improved recreational opportunities to the school and surrounding community and reduce the demand on neighborhood parks. A less than significant impact to parks would occur.

e) Other public facilities?

Less than Significant Impact. The City of Jurupa Valley contains two public libraries operated by the Riverside County Library System. The two branches of libraries located in Jurupa Valley include the Louis Robidoux Library at 5840 Mission Boulevard (approximately 2 miles south-east of campus) and the Glen Avon Library at 9244 Galena (approximately 2 miles south-west of campus). The proposed project would develop stadium improvements on an existing school campus and would not induce population growth nor increase student enrollment or capacity on campus. Therefore, the proposed project would not generate any additional demand for library facilities. The proposed project would not require new or physically altered libraries facilities. A less than significant impact to libraries would occur.

3.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. JARPD not only includes parks but City also has trails, splash pads, a skate park, community garden, a Veterans memorial wall, equestrian facilities, the Eddie Dee Smith Senior Center and other community centers (JARPD 2023). Additionally, the Rancho Jurupa Regional Sports Park, managed by JARPD, is a 32-acre park with a variety of natural and synthetic turf fields, picnic shelters, restrooms, a snack bar and two playgrounds. JARPD provides Jurupa Community Center, Veterans Memorial Community Center, Eddie Dee Smith Senit Center and the Skyview Event Center for public use and rentals. JARPD holds performing arts, youth-enrichment, sports and fitness, health and wellness, swimming, special events and other events/classes/ lessons at the community centers.

The proposed project would develop stadium improvements on an existing school campus, and it would not induce population growth nor increase student enrollment or capacity on campus. Additionally, the proposed project includes enhanced sports facilities, which would be available to authorized community groups during weekends and outside school hours, subject to District facility use policies and the Civic Center Act. Therefore,

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the proposed project would not generate an increased demand for existing neighborhood, regional facilities or other recreational facilities and would not result in substantial physical deterioration of such facilities nor cause deterioration to accelerate. The proposed project would have less than significant impact on recreation.

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. The proposed project is a stadium improvement project on an existing school campus. The proposed project would serve the Patriot High School's existing student population and would not change the school's enrollment. Therefore, the proposed project would not include the development of recreational facilities nor require the expansion of existing recreational facilities since it does not affect student enrollment. A less than significant impact would occur.

3.17 TRANSPORTATION

The section is based in part on the *Traffic and Parking Impact Analysis for the Proposed Patriot High School Stadium Improvements Project*, (transportation analysis), dated May 2023, prepared by Garland Associates (Garland). The complete transportation analysis is included as Appendix D.

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

Construction of the project would entail large construction equipment, transportation of equipment to and from the project site, and worker vehicles. However, construction traffic would be temporary, and all construction activity and staging areas would be on the project site. Therefore, the proposed project would not obstruct traffic lanes or have any long-term effects on the circulation system.

Project-Generated Trips

The proposed project would generally accommodate the existing sports programs and additional events at Patriot HS. New and additional events to be held at the proposed project are soccer matches, Varsity football games, baseball games and high school commencement. See Table 3, *Patriot High School Athletic Use*. High School commencement could attract the maximum capacity of 3,530 spectators. Table 18, *Project-Generated Traffic*, estimates volumes of traffic that would be generated by the proposed project when operating at capacity. As shown, the 3,530-seat stadium would generate an estimated 1,059 vehicle trips during peak hour (971 inbound and 88 outbound) and 2,120 daily trips. The peak hour for this analysis represents the one-hour time period prior to the beginning of an event, when patrons are traveling to the project site, which would typically occur on a Friday evening between 6:00 P.M. and 7:00 PM. Approximately the same level of traffic would be generated at the end of an event when patrons are exiting (with the inbound and outbound traffic volumed reversed).

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Table 18 Project-Generated Traffic

Facility	Evening Hour-Per event			Trips
	Inbound	Outbound	Total	
Trip Generation Rates				
Stadium (vehicle trips per spectator)	0.275	0.025	0.30	0.60
Generated Traffic Volumes				
Existing – Soccer Match (200-250 spectators)	55-69	5-6	60-75	120-150
Soccer Match (300-350 spectators)	82-96	8-9	90-105	180-210
Soccer Match – Net Change	27	3	30	60
Average Football Game (1,000 spectators)	275	25	300	600
Capacity Event at Stadium (3,530 spectators)	971	88	1,059	2,120
Sources: Garland Associates, May 2023 (See Appendix D)				

The proposed project may also generate traffic at other times of the day and days of the week, such traffic activity would be minor compared to a capacity-level event as shown by a soccer match or an average football game, see Table 18. The estimated traffic volume generated by the proposed project on the day of a capacity-level event would be 2,120 vehicle trips per day. A capacity level event would only occur a few times each year for playoff football games and special events which would include the Patriot High School commencement ceremony at the end of each school year and a band/color guard annual competition.

The proposed project would also generate traffic at other times of the day and days of the week, such as baseball games. Based on information provided by District staff, the proposed project would result in an estimated increase of 100 spectators for baseball games, which would result in an increase in traffic volumes similar to that of a soccer match as shown in Table 18. Other activities such as cross country, track, band, and color guard are not projected to have an increase in activity levels or traffic volumes on a daily basis as a result of the proposed project. The times of usage would shift into the evening hours as a result of the new lights, but overall traffic volumes would remain unchanged on a typical day for these activities. It is anticipated that the proposed project would provide the opportunity for the school to host annual band/color guard events, which would attract up to 30 schools to the project site. The trip generation characteristics for these events would be similar to a capacity-level event shown in Table 18, however the events would typically occur on a Saturday and would most likely have fewer peak hour trips because the participants would have varying performance times throughout the day.

As shown in Table 18, the proposed project would increase vehicle trips compared to existing conditions. However, the proposed project's vehicle trips would not conflict with the City of Jurupa Valley's goals and policies related to mobility and roadways. Jurupa Valley's General Plan includes Goal ME-1, which "provides mobility corridors for all modes of travel, including transit, bicyclists, pedestrians, equestrians, rail traffic and motor vehicles, and that helps reduce locally generated VMT." The transportation analysis concluded that the proposed project would reduce VMT because students and spectator would be driving to their own school instead of Rubidoux High School two miles away. Additionally, the proposed project would not conflict with the City's circulation system.

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Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel because some event spectators and participants would travel to and from the school as pedestrians or on bicycles. The streets in the school vicinity have sidewalks along one or both sides of the street, and the intersections along Camino Real are equipped with painted crosswalks and traffic signals with pedestrian crossing phases (at Mission Boulevard and Jurupa Road) or three-way stop signs (at the school driveway). Bike racks are available at the school with a bike lane on Pyrite Street approximately 0.66 miles west of campus and on Camino Real adjacent to the Campus, and bus loading/unloading zones are provided at the campus.

With regard to public transit, the Riverside Transit Authority (RTA) operates Route 49 adjacent to the Patriot High School on Mission Boulevard. Bus stops for Route 49 are located on both sides of Mission Boulevard at Camino Real and at the HS's driveway for the internal access road. The proposed project may increase pedestrian and bicycle travel during evening events. However, the project site is already operating as a high school with adequate pedestrian and bicycle facilities.

The proposed project would be consistent with policies supporting alternative transportation because busing would typically be provided from the opposing schools during football games and bike racks are currently provided at the HS. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Mobility Element of the City of Jurupa Valley General Plan includes various goals and policies that outline the objective of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. For example, the proposed project would support Goal ME-2, which “maintains an interconnected network of bicycle, pedestrian, equestrian and public transit facilities that encourage nonautomotive travel.” The proposed project would hold capacity level events and games that are currently held at Rubidoux High School, which is approximately 2-miles away from the project site and outside of the attendance area of Patriot HS. The closer proximity of school events would encourage the use of non-automotive travel. The proposed project would also support policy ME-2.1.2, *School Planning*, which aims to ensure the safety of users of all modes of transportation during school pick-up/drop-off and other special events, and policy ME 3.19, *Safe Routes to School*, which consists of designating safe routes to schools consisting of sidewalks, trails and bicycle facilities. The parking for the proposed project would be provided at Patriot High School and/or at a designated District-owned off-site location. Event goers can walk to the campus using the sidewalks and crosswalks leading to Patriot High School or can be shuttled to the campus from the designated off-site parking lots (see Mitigation Measure T-1). The proposed project would not hinder nor obstruct pedestrian/bicycle rights of way leading to the campus. The proposed project is consistent with the goals and policies related to transit, pedestrian, and bicycle travel within Jurupa Valley's Mobility Element.

The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, bicycle and pedestrian facilities; thus a less than significant impact would occur.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact.

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As discussed in the transportation analysis, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact and can be screened from a CEQA vehicle miles traveled (VMT) analysis because they fall into the small project category. The proposed project would result in an increase of approximately 60 vehicle trips per day for soccer matches and baseball games. Therefore, these activities would have less-than significant impact on VMT.

Although football games with average attendance levels and capacity-level events at the stadium would generate substantially higher vehicle trips higher than the CEQA threshold of 110 trips per day, they would be screened from a VMT analysis because the proposed project would result in a decrease in the distance traveled to the events. CEQA Guidelines Section 15064.3(b)(1) state that projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant impact. Capacity level events and games that would occur at the project site are currently held at Rubidoux High School, which is approximately 2-miles away from the project site and outside of the attendance area of Patriot HS. The proposed project is located at Patriot HS, within the attendance area of the campus. As such, the proposed project would result in shorter travel distances for most people who attend games, practices, events, and other activities at the project site. Capacity level events and games at the project site would result in a reduction in vehicle miles traveled and would have no adverse impacts relative to VMT.

Additionally, as discussed in the transportation analysis, the County of Riverside transportation analysis guidelines “Transportation Analysis Guidelines” states that a project can be screened from requiring a CEQA VMT analysis if the project is a local-serving type of land use. The proposed project is within the Patriot HS campus and would continue to serve as a high school. The proposed project fulfills the County of Riverside’s guidelines as a local-serving type of land use, therefore is screened from quantitative VMT analysis.

The proposed project is screened from VMT analysis under CEQA Guidelines Section 15064.3(b)(1) and the County of Riverside’s screening threshold; therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.

c) 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. Access to the project site is provided by the existing driveways at Patriot HS as described in Section 1.2.2 above.

The increased levels of vehicle trips, number of pedestrians, and number of vehicular turning movements at the campus entrances and at the nearby intersections could result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic on a daily basis. The proposed project’s expanded stadium capacity and lighting would be compatible with the design and operation of a high school, and the proposed project would not result in any major modifications or alter the existing access or circulation features at the campus.

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Additionally, the streets in the vicinity of the campus have sidewalks on one or both sides of the street and the intersections along the Camino Real have painted crosswalks and either a traffic signal with pedestrian crossing phases or three-way stop signs. These features enhance pedestrian safety and facilitate pedestrian access to the school.

The proposed project would not alter or modify the existing roadways or pedestrian circulation in any way that would substantially increase hazards due to a geometric design feature or incompatible uses. A less than significant impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. The existing access and circulation on campus, including the on-site roadways, parking lots, and fire lanes, would continue to accommodate emergency services. The proposed project would be required to accommodate emergency access to the project site. The proposed project would not alter any vehicle access points, including emergency access to the campus nor project site. The proposed project would maintain the existing fire lane along the eastern side of the project site. Emergency vehicles would continue to easily access the project site and all other areas of the campus via on-site travel corridors. The proposed project's design must satisfy the District design requirements and would be reviewed and subject to approval from the California Division of the State Architect.

According to the transportation study prepared for the proposed project, the proposed project would generate parking demand beyond what is available at Patriot High School. As discussed in the transportation analysis, based on the City's Municipal Code, the parking requirement for stadiums and sport arenas is one space per 30 square feet of net assembly area. As the bleachers have a total area of 18,728 square feet, the parking requirement would be 624 spaces. This equates to a parking requirement of one space per 5.66 seats for the 3,530-seat stadium. According to staff at Jurupa Unified School District, it is anticipated that the average attendance at a football game would be 1,000 spectators. Based on the parking requirement of one space for every 5.66 occupied seats, an average-sized event would require 177 parking spaces.

Patriot High School currently has 558 parking spaces within the school campus. So the parking demand for an average event could be accommodated by using the on-site parking lots. A capacity-level event would, however, result in a surplus of parking demand that could not be accommodated in the on-site parking lots; i.e., 624 spaces required and 558 spaces provided, which is a deficiency of 66 parking spaces. It is anticipated that this situation would occur several times each year for events such as a homecoming football game or a graduation ceremony. Parking for capacity-level events could result in persons parking on surrounding streets if no parking is available at Patriot High School, which could hinder emergency vehicles accessing the project site.

The anticipated parking deficiency during capacity-level events can be accommodate at nearby district property, such as Camino Real Elementary School (which has 75 parking spaces and is located on the west side of Camino Real approximately 800 feet south of Jurupa Road) and Glen Avon Elementary School (which has 103 parking spaces and is located on the east side of Pyrite Street approximately two-thirds of a mile west of Patriot High School). Therefore, Mitigation Measure T-1 below would ensure that parking associated with the proposed project would be provided at district properties and would not hinder emergency access. With the incorporation

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of Mitigation Measure T-1, the proposed project would not result in inadequate emergency access, and a less than significant impact would occur.

Mitigation Measure

- T-1 Prior to the first capacity-level event, the District shall prepare a Traffic and Parking Management Plan (TPMP). The TPMP shall identify a District property near Patriot High School that has the capacity to provide 66 parking spaces during capacity-level events at the project site. If the distance to the off-site parking lot is greater than 0.25 miles, the TPMP shall require shuttles to transport people to and from the parking location to Patriot High School. Following the first capacity-level event at the project site, and thereafter on an as needed basis, the District personnel responsible for oversight and implementation of the TPMP shall meet to review the performance of the offsite location and make refinements to ensure efficient parking management during capacity-level events. The District will post the calendar of Patriot High School stadium events on the District's website(s) at the beginning of each athletic season, and clearly indicate where parking will be made available.

3.18 TRIBAL CULTURAL RESOURCES

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

Less than Significant Impact With Mitigation Incorporated. As discussed under Threshold 3.5(a), the project site is not listed or eligible for listing in the California Register of Historical Resources, National Register of Historic Places, California State Historical Landmarks, or Points of Historical Interest or in a local register of historical resources (OHP 2023a; OHP 2023b; NPS 2023). The project site does not meet any of the historic resource criteria and does not meet the definition of a historic resource pursuant to CEQA. The project would not impact TCR listed on any of the registers of historic resources.

However, development of the proposed project could encounter previously unknown tribal cultural resources and human remains. Therefore, although no known tribal cultural resources have been identified on the project site, the proposed project has the potential to disturb subsurface deposits possessing traditional or cultural significance to Native American or other descendant communities. With the implementation of mitigation measures TCR-1 through TCR-3 included in Section 3.18(a)(ii) below, impacts to tribal cultural resources would be less than significant.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource**

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Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. In accordance with Public Resources Code Section 21080.1(d), a lead agency is required to provide formal notification of intended development projects to Native American tribes that have requested to be on the lead agency's list for receiving such notification. The formal notification is required to include a brief description of the proposed project and its location, lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. Pursuant to AB 52, the District mailed and emailed tribal consultation letters to two tribes on their AB 52 list inviting the tribes to consult on the project, including the Gabrieleno Band of Mission Indians – Kizh Nation and the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians). The District notified the Gabrieleno Band of Mission Indians – Kizh Nation and the Yuhaaviatam of San Manuel Nation of the Patriot High School Improvement project on March 17, 2023.

On April 28, 2023 the Yuhaaviatam of San Manuel Nation notified the District the proposed project is located outside Serrano ancestral territory and the YSMN will not require any additional consultation. On March 22, 2023, a representative of the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation with the District, in accordance with AB52. The District and the Gabrieleno Band of Mission Indians – Kizh Nation conducted a consultation meeting at the end of May 2023. The Gabrieleno Band of Mission Indians – Kizh Nation provided mitigation measures TCR-1 through TCR-3, which require the presence of a tribal monitor during earthwork activities and provides procedures in the event that a tribal cultural resources is encountered during construction. The mitigation measures would ensure that impacts to tribal cultural resources are less than significant. With the incorporation of mitigation measures TCR-1 through TCR-3, a less than significant impact would occur.

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleno 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.
- B. 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.

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- C. 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.
- D. 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.

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

- A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (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.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- A. 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.
- B. 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.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

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- D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

- 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?**

Less Than Significant Impact.

Water

The proposed project includes construction of a concessions/restroom building, which would require the installation of a waterline connection to serve the new building. Water is currently provided to the campus and project site by JCSDs' existing water mains. Portable water would be provided to the new building through connections to the existing water mains. The proposed water system improvements would be designed and constructed in accordance with the California Building Code and CalGreen requirements, such as CALGreen Division 5.3, *Water Efficiency and Conservation*, including those of Sections 5.303, *Indoor Water Use*, and 5.304, *Outdoor Water Use*. As further discussed under Threshold (b) below, Jurupa Community Services District (JCSD) provides water to the campus, which is sourced from the ground water, and JCSD has sufficient water capacity to serve the proposed project (JCSD 2021). The proposed project would not require the construction of new or expanded water facilities that could cause significant effects. Impacts would be less than significant.

Wastewater

The proposed project includes construction of a concessions/restroom building, which would require the installation of a wastewater connection to serve the new building. The JCSD provides wastewater collection and conveyance service to the Patriot HS campus. JCSD conveys wastewater generated at the campus for treatment to the City of Riverside's Water Quality Control Plant (WQCP). According to the City of Riverside *Update of the Integrated Master Plan for the Wastewater collection and Treatment Facilities*, WQCP had recently expanded their capacity in 2017 to treat 46 million gallons per day (mgd) with future expansion to increase the plant capacity to 52 mgd (Riverside 2019). JCSD wastewater flow is capped at 4.0 mgd until 2030. As of 2016, Jurupa Valley has an average dry weather flows of 3.41 mgd which is well below the current capped value. As further discussed in Threshold 3.19(c) below, the proposed project would not substantially increase wastewater. Wastewater generated at the new building will be conveyed to the existing sewer lines on campus. Therefore, the proposed project would not require the construction of new or expanded wastewater facilities that could cause significant environmental effects. Impacts would be less than significant.

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Stormwater Drainage

The proposed project would result in a slight increase in impervious surfaces compared to existing conditions with the installation of new larger bleachers, a 3,000 square foot concession building, and walkways. The increase in impervious surfaces due to the proposed project would be minor and the majority of the project site would remain in its current state (e.g. the track, field, and baseball diamond). The stormwater from the proposed project would be conveyed to existing stormwater drains on campus or to the neighboring storm drain system along roadways. The proposed project would not significantly increase or change the stormwater volume, rate, or pattern. Beyond connecting to existing stormwater system. Impacts would be less than significant.

Electric Power

Electricity is provided by Southern California Edison. The proposed project would connect to existing electric power infrastructure for operation. Although the proposed project would result in a higher electricity demand than existing conditions, the increase would be negligible in Southern California Edison capacity. The proposed project would use LED luminaires that are energy efficient and last longer than metal halide or high—pressure sodium lights. Furthermore, development of the new concessions buildings and other structures would be required to comply with energy efficiency standards set forth by Title 24. Implementation of the proposed project would not result in major construction related to electrical power facilities that could cause significant environmental impacts. Impacts would be less than significant.

Natural Gas

Natural gas service is provided by the Southern California Gas Company. The proposed project would not require the use of natural gas during operation. The concessions building is anticipated to use natural gas for foot preparation. The proposed project would connect to existing natural gas lines. The project would not require the construction of new or expanded natural gas facilities. A less than significant impact would occur.

Telecommunications

The proposed project would not require additional telecommunications facilities demand. The proposed project would not require off-site construction or relocation of utilities, and therefore no impacts would occur.

b) 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. JCSD's 2020 Urban Water Management Plan (UWMP) found that the water resources available to JCSD is reliable and adequate to meet existing and projected demands over the next 20 years (JCSD 2021). The district current water supply is primarily sourced from the Chino groundwater basin, with an estimated 12 million acre-feet of water in storage. JCSD currently has 18 active groundwater wells in the Chino groundwater basin, which operate as demand changes. JCSD if needed may access emergency supplies of water via connections with neighboring water supplies, though a joint powers authority (JPA) with neighboring agencies called the Chino Basin Desalter Authority (CDA). The UWMP assumes buildout of the City of Jurupa Valley by 2040 and other cities within the service area which would result in the ultimate buildout

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potable water demand of 36,495 AF per year. UWMP projects that JCSD to have “sufficient water supplies to meet expected customer demands in normal years, single-dry years, and multiple-dry years occurring anytime between 2025 and 2045 with the future supply projects coming online and the potential effects of climate change on precipitation/natural recharge and outdoor water use” (JCSD 2021).

A concessions/restroom building of the proposed project within the existing Patriot HS campus would require water use and installation of a water line connection to serve the new building. The proposed project’s increased water demand would be low compared to existing conditions for three reasons: first, the proposed project would not increase the campus’ enrollment capacity; secondly, a portion of the new events at the project site are existing events that would be relocated to the project site; and thirdly, the increased water demand would only occur during events/games which are intermittent. The proposed project’s water demand would be captured by the projected demand of the UWMP. Furthermore, development of the proposed project would be required to comply with the provisions of CALGreen Division 5.3, *Water Efficiency and Conservation*, including those of Sections 5.303, *Indoor Water Use*, and 5.304, *Outdoor Water Use*. Based on the UWMP, JCSD contains adequate water supplies to meet the water demands of the proposed project and the City during normal, dry and multiple dry years. Impacts would be less than significant.

- c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**

Less Than Significant Impact. Wastewater generated at the campus is conveyed to the City of Riverside’s Water Quality Control Plant (WQCP). According to the City of Riverside *Update of the Integrated Master Plan for the Wastewater collection and Treatment Facilities*, WQCP had recently expanded their capacity in 2017 to treat 46 million gallons per day (mgd) with future expansion to increase the plant capacity to 52 mgd (Riverside 2019). JCSD wastewater flow is capped at 4.0 mgd until 2030. As of 2016, Jurupa Valley has an average dry weather flows of 3.41 mgd which is well below the current capped value.

A concessions/restroom building of the proposed project within the existing Patriot HS campus would generate wastewater and installation of a wastewater line connection to serve the new building. The proposed project’s increase in wastewater generation would be low compared to existing conditions for three reasons: first, the proposed project would not increase the campus’ enrollment capacity; secondly, a portion of the new events at the project site are existing events that would be relocated to the project site; and thirdly, the increased wastewater generation would only occur during events/games which are intermittent. The proposed project’s wastewater generation would be within JCSD’s remaining capacity. The proposed project would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

- 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?**

Less Than Significant Impact. During construction the proposed project would generate some demolition debris from clearance and waste debris. Construction solid waste generation would be minimal, since the construction would not require the demolition of buildings. In accordance with CalGreen Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, requires that at least 65 percent of the nonhazardous

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construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The proposed project would not increase student enrollment, however the District anticipates an additional 20 events per season at the stadium, up to an additional 15 events on the varsity baseball field. The proposed project would also increase the amount of spectators onsite. The solid waste generated by the proposed project's operational activities would increase the amount of solid waste generated by the Patriot HS campus. Solid waste from all District schools is transported by Burrtec to regional landfills. Solid waste generated in the City of Jurupa Valley is disposed to five landfills within Riverside County, which includes the Badlands Sanitary Landfill and Lamb Canyon Sanitary Landfill (Cal Recycle 2023). The two landfills have a combined remaining capacity of 27.04 million tons. The increase in waste generation would be within the remaining capacity of area landfills, and the proposed project would continue to be serviced by Burrtec and regional landfills. The proposed project would not adversely impact landfill capacity or impair attainment of solid waste reduction goals, and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The City's 2020 per capita disposal rates of 4.3 pounds per day (PPD) per capita population and 13.2 PPD per capita employment which is well below the assigned target per capita disposal rates for the jurisdiction of 5.3 PPD per capita population and 15.4 PPD per capita employment (CalRecycle 2020). The District complies with federal, state, and local statutes and regulations related to solid waste, such as the California Integrated Waste Management Act and local recycling and waste programs. The District and its construction contractor would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. CalGreen Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste disposal. Therefore, the impacts would be less than significant.

3.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The project site is located within a local responsibility area (LRA) as a non-Very High Fire Hazard Severity Zone (VHFHSZ) (Cal Fire 2022a). The project site is not located in state responsibility area (SRA) or lands classified as VHFHSZ. The nearest FHSZ is approximately 0.20 miles east of the project site and designated as a VHFHSZ in a LRA. Additionally, approximately 0.6 miles north of the project site, across SR-60, is a VHFHSZ in SRA. The project site does not abut a VHFHSZ and is not located within the Wildlife Urban Interface (SILVIS 2019).

The City of Jurupa Valley utilizes the 2019 Riverside County Emergency Operations Plan (EOP). Evacuation would be carried out by the Riverside County Sheriff's Department; however, no evacuation routes are defined

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in the 2019 Riverside County EOP. As discussed in Section 3.17, *Transportation*, the proposed project would not physically impede the circulation network and roadways surrounding the campus. The proposed project would be designed in accordance with the California Building Code and California Fire Code. Project design plans would be reviewed by the DSA. Fire suppression equipment specific to construction would be maintained on site. Additionally, project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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?

Less Than Significant Impact. As discussed in Section 1.3, *Project Description*, the project site is generally flat with a gradual downward slope from the north to the southwest. The surrounding area of the project site is developed with residential uses and is relatively flat sloping down northeast to southwest. The Jurupa General Plan states the City exhibits very light average wind speeds (Jurupa Valley 2017). Yet the Santa Ana wind events can increase fire danger (Jurupa Valley 2023b). The proposed project includes low grade structures that would not affect prevailing winds. The proposed project would be designed in accordance with the California Building Code and California Fire Code. Project design plans would be reviewed by the DSA. Fire suppression equipment specific to construction would be maintained on site. Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, the proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire due to slope, prevailing winds, and other factors. Impacts would be less than significant.

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?

Less than Significant Impact. The project site is in an urban area and is served by existing utility infrastructure, including water and power. Development of the proposed project would require new utility hook-ups to the existing utilities that serve the project site for the concession building, lights, and scoreboard. All utilities lines would be underground. The proposed project would be designed and constructed in accordance with the California Building Code and the Fire Code and would include a new fire hydrant onsite. These project features would not exacerbate fire risk. Development of the proposed project would not require the installation of roads and fuel breaks. Therefore, the proposed project does not include the installation or maintenance of infrastructure that could exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

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- 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?**

Less than Significant Impact. As discussed in Section 5.9, *Hydrology and Water Quality*, the project site is not within a FEMA designated 100-year flood zone and there are no nearby water bodies, streams, or other conditions that would result in flooding in the project site. There is no past evidence of landslides at or in the immediate vicinity of the project site; and the proposed project has no potential to result in or be in the path of landslides (Fenagh 2022). Additionally, the project site is relatively flat with a gradual downward slope from the north to the southwest. Based on the surface hydrology and soil, there is a low potential for the project site to be at risk of post-fire slope instability or drainage changes. Therefore, the proposed project would not 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. A less than significant impact would occur.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact with Mitigation Incorporated. As discussed above in Section 3.4, *Biological Resources*, there are no federally designated critical habitat exist on site or in the vicinity of the project site. The proposed project would remove three trees (Aleppo pine trees [*Pinus halepensis*]). This pine tree species is not a special status species. However, these trees have the potential to contain nesting birds. The proposed project would implement mitigation measure BIO-1 (see Section 3.4, *Biological Resources*), which would require preconstruction surveys. With the implementation of mitigation measure BIO-1, impacts to nesting birds would be less than significant. As discussed under Section 3.5, *Cultural Resources*, and Section 3.7, *Geology and Soils*, the project site is developed with a high school stadium and varsity baseball field, and therefore the project site has been previously disturbed. Since the project site has been previously disturbed and proposed project does not contain subterranean levels, it is unlikely buried archaeological resources and/or fossils would be encountered. Nevertheless, mitigation measures GEO-1 and CUL-1 include processes in the unlikely event that archaeological or paleontological resources are encountered. With incorporation of mitigation measures GEO-1 and CUL-1, impacts to paleontological and archaeological resources would be less than significant. Further, as discussed in Section 3.18, *Tribal Cultural Resources*, tribal consultation pursuant to AB 52 was conducted with the Gabrieleno Band of Mission Indians – Kizh Nation. With the incorporation of mitigation measures TCR-1, TCR-2, and TCR-3, impacts to tribal cultural resources would be less than significant. With identified mitigation, the proposed project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal nor eliminate important examples of the major periods of California history or prehistory. A less than significant impact would occur with the incorporation of measures.

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- b) **Does the project have impacts that are individually limited, but cumulatively considerable?** (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of related projects in proximity to the project site that would create impacts that are greater than those of the project alone. As discussed previously in this IS/MND, the proposed project would have no impact, a less than significant impact, or a less than significant impact with mitigation measures to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. Therefore, all impacts are individually limited and would not result in any cumulatively significant impact. Impacts would be less than significant, and no mitigation measures are required.

- c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant Impact. The project would comply with applicable local, state, and federal laws governing general welfare and environmental protection. The implementation of required mitigation measures specified in this IS/MND would reduce impacts to less than significant. The proposed project would not, directly nor indirectly, result in environmental effects that could cause substantial adverse effects on human beings. A less than significant impact would occur.

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