

California Environmental Quality Act (CEQA) Mitigated Negative Declaration Fleetwood Industrial Project

[City of Jurupa Valley Master Application MA 23090](#)

Site Development Permit (SDP) No. 23053



Lead Agency

City of Jurupa Valley
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Jurupa Valley, CA 92509
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May 4, 2026

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Appendices (Available online at:)

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

- Appendix A** *Air Quality, Greenhouse Gas Emissions, and Energy Technical Report, DUDEK, March 2026.*
- Appendix B** *Biological Resources Technical Report, Dudek, November 2024.*
- Appendix C** *Cultural Resources Inventory and Assessment, Dudek, dated December 2024.*

- Appendix D** *Report of Geotechnical Engineering Investigation. Proposed Industrial Warehouse Building and Associated Structures*, Environmental Geotechnology Laboratory, Inc., October 31, 2022.
- Appendix E** *Drainage Report*, Cannon Corporation, April 15, 2025.
- Appendix F** *Phase I Environmental Site Assessment*, Property Consultants, dated January 19, 2022.
- Appendix G** *Preliminary Water Quality Management Plan (WQMP)*, Cannon Corporation, dated January 14, 2025.
- Appendix H** *Water and Sewer “Will Serve” Letter*, Rubidoux Community Services District, dated March 6, 2025.
- Appendix I** *Noise Technical Report*, Dudek, dated July 2025.
- Appendix J** *Transportation Technical Memorandum*, Dudek, dated Revised October 24, 2025.

1.0 Finding

Based on this initial evaluation:	
I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be recommended for adoption.	☐
I find that although the proposal 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 Applicant. A MITIGATED NEGATIVE DECLARATION will be recommended for adoption.	☒
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the proposal MAY have a significant effect(s) 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 if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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 effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to all applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures are imposed upon the proposed Project, nothing further is required.	☐



Signature

Joe Perez, Community Development Director
Printed Name/Title

City of Jurupa Valley

Agency

May 4, 2026

Date

2.0 Introduction

2.1-Purpose of the Initial Study/Mitigated Negative Declaration

The California Environmental Quality Act (CEQA) requires that for a project that is not exempt from CEQA, that a preliminary analysis of the proposed project be conducted to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report should be prepared for the project. This preliminary analysis is called an “Initial Study”. Based on the Initial Study prepared for this Project, the City of Jurupa Valley Planning Department is recommending that a Mitigated Negative Declaration be adopted for this Project by the City Council. A Mitigated negative Declaration is a written statement by the City that the Initial Study identified potentially significant environmental effects of the Project, but the Project is revised or mitigation measures are required to eliminate or mitigate impacts to less than significant levels.

2.2- Environmental Impacts Requiring Mitigation

Table 2.1 identifies the environmental impacts that require mitigation. All other topics either have “No Impact” or a “Less than Significant Impact” as identified throughout this Initial Study.

Table 2.1 Summary of Environmental Impacts Requiring Mitigation

Environmental Topic Section	Description of Impact	Mitigation Measure
4.1 (d) Aesthetics	Create new sources of substantial light or glare.	BIO-4: Construction-Related Indirect Impacts to Biological Resources – i) Night Work. BIO-5: Long-Term Indirect Impacts to Biological Resources – c) Lighting.
4.4 (a) Biological Resources	Grading and Vegetation removal may impact nesting birds protected by the Migratory Bird Treaty Act and Bat population.	BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection. BIO-2: Nesting Bird Protection. BIO-3: Pre-Construction Survey for Crotch’s Bumble Bee. BIO-4: Construction-Related Indirect Impacts to Biological Resources. BIO-5: Long-Term Indirect Impacts to Biological Resources.
4.4 (b) Biological Resources Riparian Habitat	Construction and Operations may impact riparian birds and habitat.	BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection. BIO-2: Nesting Bird Protection. BIO-3: Pre-Construction Survey for Crotch’s Bumble Bee. BIO-4: Construction-Related Indirect Impacts to Biological Resources. BIO-5: Long-Term Indirect Impacts to Biological Resources.

Environmental Topic Section	Description of Impact	Mitigation Measure
4.4 (a) Biological Resources Wildlife Movement	Interference substantially with movement of native resident or migratory fish or wildlife.	BIO-2: Nesting Bird Protection.
4.4 (a) Biological Resources Habitat Conservation Plan	Conflict with the MSHCP.	BIO-1 through BIO-5 are required.
4.5 (b) Cultural Resources	Sub-surface archaeological resources may be encountered during ground disturbance.	CR-1: Archaeological Monitoring. CR-2: Archaeological & Cultural Management / Treatment Plan. CR-3: Cultural Resources Final Report.
4.8 (a) Greenhouse Gas Emissions	Generate greenhouse gas emissions that may have a significant impact on the environment.	GHG-1: Provision of Electrical Infrastructure and Use of Electrical Construction Equipment. GHG-2: Construction Equipment Idling Restrictions. GHG-3: Truck Idling Restrictions and Anti-Idling Signage. GHG-4: Zero -Emissions Off -Road Equipment Requirements.
4.17 (b) Transportation	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	TRA-1: Trip Reduction Program. TRA-2: Provide End of trip Bicycle Facilities.
4.18 (b) Tribal Cultural Resources	Sub-surface tribal cultural resources may be encountered during ground disturbance.	TCR-1 through TCR-3 requires monitoring during ground disturbance and treatment plan if significant resources are found.

A more detailed description of the mitigation measures can be found in Section 5.0-*Mitigation Monitoring and Reporting Program* of this document.

2.3 -Public Review of the Document

This Initial Study/Mitigated Negative Declaration and a Notice of Intent to adopt the Mitigated Negative Declaration was distributed to the following entities for a 30-day public review period:

- 1) Organizations and individuals who have previously requested such notice in writing to the City of Jurupa Valley;
- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and
- 3) The Riverside County Clerk.

The Notice of Intent also was noticed to the general public in the *Riverside Press-Enterprise*, which is a primary newspaper of circulation in the areas affected by the Project.

As required by California Environmental Quality Act (CEQA) Section 15105, the public review period for this Initial Study/Mitigated Negative Declaration will commence on **May XX, 2026, and end at 5:00pm on May XX, 2026.**

According to CEQA Guidelines Section 15204 (b), in reviewing this Initial Study/Mitigated Negative Declaration, persons and public agencies should focus on the proposed finding that the

Project will not have a significant effect on the environment. If persons and public agencies believe that the Project may have a significant effect, they should: (1) Identify the specific effect, (2) Explain why they believe the effect would occur, and (3) Explain why they believe the effect would be significant.

Comments are to be submitted to:

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509
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Continued on Next Page

3.0 Project Description/Environmental Setting

3.1 – Project Location

(See Figure 3.1- *Vicinity Location Map*, Figure 3.2 - *Aerial Photo*, and Figure 3.3- *Lot Layout*).

3.2 -Project Description

The Project proposes the development of an approximately 81,500 square-foot industrial building that includes approximately 55,000 square feet for manufacturing, 20,000 square feet for fabrication, 3,250 square feet of office space, and 3,250 square feet mezzanine space for a tire recycling business on a site designated in the General Plan as Heavy Industrial (HI) and zoned M-H (Manufacturing Heavy) on approximately 9.70-acres and requires a Site Development Permit (SDP) 23053.

The proposed access point for this development will primarily be Fleetwood Drive via Market Street and 24th Street. The proposed facility access off Fleetwood Drive is via three full-access driveways. The northernmost driveway would be a 30-foot-wide passenger vehicle driveway providing access to employee parking, truck loading and storage areas. The second driveway located in the middle of the site and would be a 40-foot-wide truck driveway, providing access to truck-loading and storage areas as well as EV and accessible parking spaces for employees. The southernmost driveway is 30-foot-wide passenger vehicle driveway to provide access to employee parking.

3.3-Proposed Improvements

Street Improvements and Access

Fleetwood Drive

Access to the Project will be from Fleetwood Drive which is classified as a Local Street in the General plan. Fleetwood Drive improvements within the existing 88-foot right-of-way shall include, but are not limited to, pavement work as deemed adequate by the City Engineer and parkway improvements curb and gutter, landscape adjacent curb, and a 5-foot sidewalk.

Water and Sewer Improvements

Water Service

The Rubidoux Community Services District (RCSD) will provide water service from an existing 12-inch diameter waterline in Fleetwood Drive

The Rubidoux Community Services District (RCSD) will provide sewer service from an existing 8-inch diameter sewer line in Fleetwood Drive.

Storm Drainage Improvements

The Project's existing site slopes from the northwest to the southeast, the surface being composed of compacted gravel and bare earth. The existing drainage pattern is being preserved

with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries.

3.4- Construction and Operational Characteristics

Construction

Construction of the Project is expected to take approximately 14 months.¹ The natural topography of the Project site gently slopes from the northwest to southeast. The Project site was previously graded, however additional grading and estimated earthwork consists of over excavation and recompaction to provide an acceptable building area and will include the export/import of approximately 7,825 cubic feet of soil. Heavy equipment used for site preparation is estimated to require 3 rubber-tired dozers and 4 tractors/loaders/backhoes; grading is estimated to require 1 excavator, 1 grader, 1 rubber-tired dozer, and 3 tractors/loaders/backhoes. Heavy equipment used for building construction is estimated to require 1 crane, 3 forklifts, 3 tractors/loaders/backhoes, 1 generator set, and 1 welder. Paving is estimated to include 2 pavers, 2 paving equipment units, and 2 rollers, with architectural coating estimated to include 1 air compressor in operation. Details on hours per day are included in Table 2-10 Construction Scenario Assumptions in the Air Quality, Greenhouse Gas Emissions, and Energy Technical Report (Appendix A).

During all phases of construction, all construction equipment and materials storage would occur within the Project site. No off-site staging area for trucks or equipment would be required during construction activities. To avoid or minimize temporary construction-related traffic impacts throughout site preparation and construction activities, the Project Applicant would be required to prepare and implement a City-approved construction traffic management plan.

Operations

Typical operations include vehicle and truck trips from customers, employees, service, and delivery vehicles, the operation of the tire recycling and manufacturing facilities, maintenance equipment associated with similar industrial facility uses. The Project's offroad equipment operating as part of the tire recycling process includes 4 propane fueled forklifts, 2 diesel fueled excavators, and 2 diesel fueled reach forklifts.

Figure 3.1- Vicinity Location Map

¹ Air Quality, Greenhouse Gas Emissions, and Energy Technical Report, Appendix A.

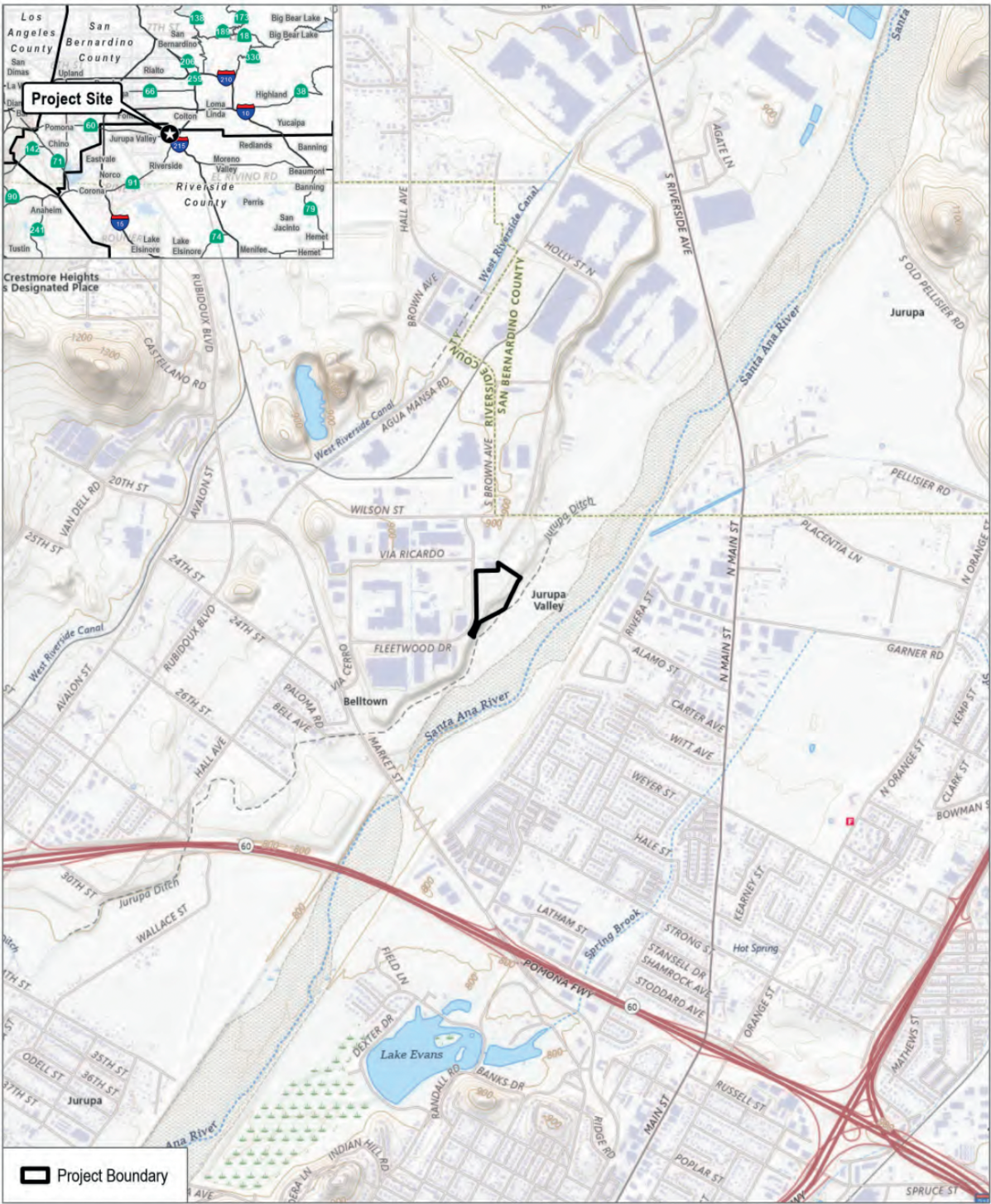
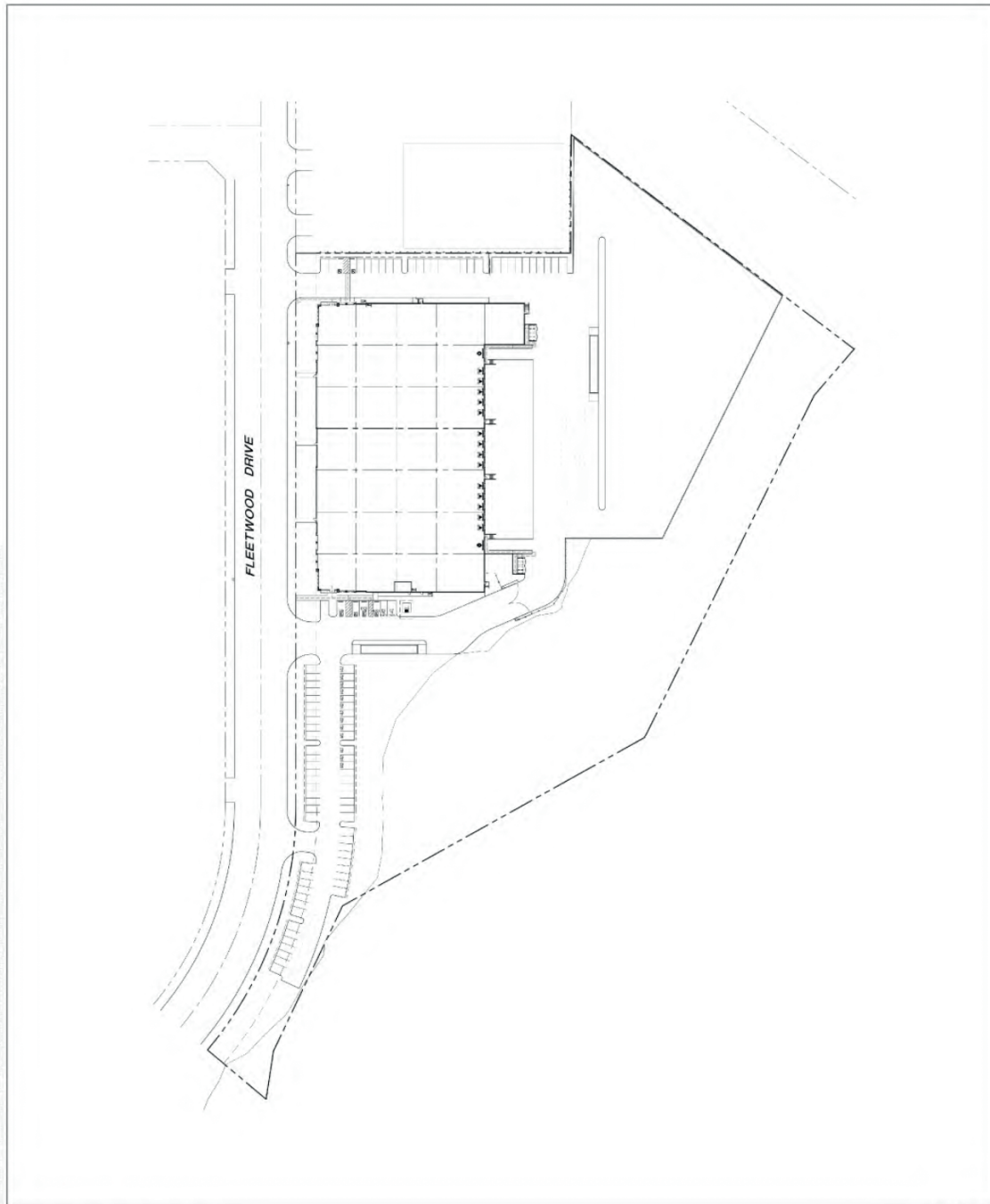


Figure 3.2 - Aerial Photo



Figure 3.3- Lot Layout

3.5-Environmental Setting

CEQA Guidelines section 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is August 22, 2025, which is the date that the Project’s environmental analysis commenced.

The Project site consists of vacant land with no improvements, remnants of prior development can be seen from aerial photographs, no impervious areas exist on the project site. The existing site is sloped from northwest to southeast and the surfacing is composed of compacted gravel and bare earth. The current use is for a truck driving school with the southern gravel lot having numerous trailers parked onsite while the northern gravel lot is vacant. Along the eastern property boundary, there is an abrupt grade change that outlines fringe line of the Santa Ana River.

Located at 2240 Fleetwood Drive, south of Via Ricardo, and east of Via Cero and north of the Santa Ana River.

Project site elevation ranges from approximately 865 feet to 875 feet above mean sea level (MSL) sloping from the northwestern portion of the site to the southeast. The site is above the floodplain as it is above the Santa Ana Riverbed which has elevations ranging approximately 810 feet to 813 feet above MSL in the area adjacent to the site. The site is currently used as a truck yard and subject to regular disturbances including disking and grading since at least 1993. The site’s vegetation communities present include urban developed land, non-native grassland general habitat, and Brassica nigra (black mustard) – Centaurea alliance (knapweeds and star-thistles).

Onsite and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.1.

Table 3.1: Land Uses, General Plan Land Use Designations, and Zoning Classifications

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Vacant land	H-I (Heavy Industrial)	M-H (Manufacturing - Heavy)
North	Industrial Uses	H-I (Heavy Industrial)	M-H (Manufacturing - Heavy)
South	Santa Ana River	OS-W (Open Space, Water)	W-1 (Watercourse, Watershed, and Conservation Areas)
East	Industrial Uses and Santa Ana River	H-I (Heavy Industrial) and OS-W (Open Space, Water)	M-H (Manufacturing - Heavy) and W-1 (Watercourse, Watershed, and Conservation Areas)
West	Fleetwood Drive and Industrial Uses	H-I (Heavy Industrial)	M-H (Manufacturing - Heavy)

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

4.0 Environmental Analysis

The Project is evaluated based on its potential effect on twenty-one (21) environmental topics. Each of the above environmental topics are analyzed by responding to a series of questions pertaining to the impact of the Project on the particular topic. Based on the results of the Impact Analysis, the effects of the Project are then placed in one of the following four categories, which are each followed by a summary to substantiate the factual reasons why the impact was placed in a certain category.

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

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

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

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

4.1 Aesthetics

Threshold 4.1 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Have a substantial adverse effect on a scenic vista?			✓	

Significance Threshold: *If the Project is located adjacent to a scenic corridor as identified by General Plan Figure 4-23, would the project substantially block views of a scenic vista that is visible from public places (e.g. parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space)?*

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

Plans, Policies, and Programs

- PPP 4.1.1** As required by Municipal Code Section 9.155.030 (c), structures shall not exceed forty (40) feet at the yard setback line, buildings shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. Structures other than buildings shall not exceed seventy-five (50) feet in height, unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370.
- PPP 4.1-2** Municipal Code Section 9.155.030 (k). – Lighting, All lighting fixtures, including spotlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.
- PPP 4.1-3** As required by Municipal Code section 9.155.030 (i), all utilities serving and within the Project site shall be placed underground except electrical lines rated at 33 kV or greater.
- PPP 4.1-4** All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

Project Design Features

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

Impact Analysis

The City's General Plan defines scenic vistas as "points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes." Specifically, the City identifies publicly accessible vantage points of the Santa Ana River, Jurupa Mountains, and the Pedley Hills as scenic vistas².

The Project site according to the General Plan Figure 4-23 *Jurupa Valley scenic corridors and roadways* is not located adjacent a scenic corridor.

From the Project site, the Santa Ana River is located adjacent to the south and southeast of the site, the Jurupa Mountains are located approximately 2 miles northwest and the Pedley Hills which are located approximately 3.5 miles southwest.

The Project site provides limited views of the Jurupa Mountains and Pedley Hills in the distant horizon. **PPP 4.1-1, 4.1-2, 4.1-3 and 4.1-4**, above will limit building height and provide building setbacks between structures that would serve to limit blocking the existing views. Views of the Santa Ana River are not available because of topography.

Based on the preceding analysis, public views of a scenic vista would not be significantly or permanently blocked with implementation of the Project.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.1 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓

Screening Criteria: If the project is not located adjacent to a roadway identified in General Plan Figure 4-23, it may be presumed to have no impact absent substantial evidence to the contrary.

Significance Threshold: The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.

² General Plan pp. 1-17 to 1-19.

Plans, Policies, and Programs

There are no PPPs applicable to scenic highways.

Project Design Features

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

Impact Analysis

The Project site according to the General Plan Figure 4-23 *Jurupa Valley scenic corridors and roadways* is not located adjacent a scenic corridor.

According to the California Department of Transportation, the Project site is not located along a State scenic highway³. Additionally, no trees, rock outcroppings, historic buildings or other kinds of scenic resources of significant value are located on the Project site. As such, there is no impact. In addition, according to the General Plan, the Project site is not located within or adjacent to a scenic corridor or roadway⁴.

Level of Significance Before Mitigation

No impacts on scenic resources would occur.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No impact.

Threshold 4.1 (c). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?			✓	

Significance Threshold: As determined by the Planning Department, is the project consistent with General Plan Policy LUE 11 – Project Design and any applicable zoning or Municipal Code requirements related to scenic quality?

Plans, Policies, and Programs

The following apply to the Project and would help reduce impacts related to scenic quality. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.1-1, PPP 4.1-2, PPP 4.1-3, and PPP 4.1-4 shall apply.

³California Department of Transportation, State Scenic Highway Program, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed February 2026.

⁴City of Jurupa Valley, *General Plan Conservation and Open Space Element, Figure 4-23: Jurupa Valley scenic corridors and roadways*

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining scenic quality.

Impact Analysis

The Project site is located in an “urbanized area,” as defined by Public Resources Code Section 21071, because the City is an incorporated city with a population of at least 100,000 persons.⁵ The Project site is classified by the Southern California Association of Government’s (SCAG) Land Use Code as Urban or Built-Up. Additionally, Census 2010, the Project site is in the Riverside-San Bernardino, CA Urbanized Area⁶. As such, the Project is subject to the City’s applicable regulations governing scenic quality.

The Planning Department has reviewed the *Project Site and Development Plans* submitted by the Applicant and determined that all applicable design and development standards have been met.

With implementation of **PPP 4.1-1, PPP 4.1-2, PPP 4.1-3, and PPP 4.1-4**, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Construction

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

Operation

The Project’s design, including site layout, architecture, and landscaping, is required to comply with the City’s Municipal Code design guidelines, which express the desired character of development, ensure a consistent level of quality, accommodate emerging architectural and product trends, and support green building practices. Accordingly, through implementation of the City’s Standards and Design Guidelines, the design and appearance of the Project would ensure that the development on the Project site is aesthetically pleasing and would not substantially degrade the existing visual character of the Project site and its surroundings from public views. Therefore, impacts would be less than significant. Below is an analysis of the Project’s consistency with applicable regulations related to scenic quality.

⁵ California Legislative Information. Public Resources Code Division 13 Environmental Quality, Chapter 2.5. Definitions [21060 - 21074]. Website: https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&title=&part=&chapter=2.5.&article=. Accessed January 2026.

⁶ United States Census Bureau, 2010 Census Urban Area Reference Maps, <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>, accessed February 2026.

City of Jurupa Valley General Plan

As presented in Subsection 4.11, *Land Use and Planning*, of this document, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan.

City of Jurupa Valley Municipal Code

Development of the project has been submitted to the City of Jurupa Valley Community Development Department for review and processing. **PPP 4.1-1, PPP 4.1-2, PPP 4.1-3, and PPP 4.1-4** are required and include development standards for outdoor lighting and undergrounding of utilities for the Project. The City's Community Development Department shall review all plans for consistency with the applicable zoning and other regulations governing scenic quality. With implementation of these regulations, impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.1 (d). Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

Significance Threshold: Is the project consistent with General Plan Policies COS 10.1 and 10.4, which requires outdoor lighting to be shielded and prohibits outdoor lighting that:

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

uses, some commercial and institutional uses, and wildlife habitat within natural areas.

The following apply to the Project and would help reduce impacts related to light and glare. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.1-3 and PPP 4.1-4 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to lighting and glare.

Impact Analysis

Outdoor Lighting and Glare

The Project would increase the amount of light in the area above what is being generated by the vacant site by directly adding new sources of illumination including security and decorative lighting for the proposed structures. The Project site is located adjacent to MSHCP Conservation Areas and therefore **Mitigation Measures (MM) BIO-4 Construction-Related Indirect Impacts to Biological Resources – i) Night Work and MM BIO-5 Long-Term Indirect Impacts to Biological Resources – c) Lighting** is required to reduce the impacts of excessive lighting on the conservation and riparian habitats. (*Note: the Full text of MM-BIO-4 and BIO-5 is in Subsection 4.4 Biological Resources*)

With implementation of **PPP 4.1-3, PPP 4.1-3, MM-BIO-4 i) and MM-BIO-5 c)**, impacts relating to light and glare are less than significant.

Building Material Glare

The primary exterior of the future structures will be typical of manufacturing and industrial facilities and consist of non-reflective materials including coated metal siding, and coated metal roofing materials. Therefore, potential glare from the proposed Project is considered to be less than significant.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

MM-BIO-4 Construction-Related Indirect Impacts to Biological Resources – i) Night Work: All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum of 50-foot buffer from the edge of any MSHCP Conservation areas the adjacent open space.

(MM) BIO-5 Long-Term Indirect Impacts to Biological Resources – c) Lighting: Lighting. All permanent lighting shall be directed away from Western Riverside County Multiple Species

Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting.

Level of Significance After Mitigation

Less than significant.

4.2 Agriculture Resources

Note: Because there are no forestry resources located in the City of Jurupa, the topic of Forestry Resources is not addressed.

Threshold 4.2 (a) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓

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

Significance Threshold: Convert land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley to non-agricultural use?

Plans, Policies, and Programs

There are no PPPs applicable to the Project pertaining to agricultural and forestry resources.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to agricultural and forestry resources.

Impact Analysis

The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the State Department of Conservation, California Important Farmland Finder mapping. In addition, no properties abutting the Project site are classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

According to the General Plan Figure 4.13 *State Farmland Designations in Jurupa Valley* the Project site is located in an area designated as X: Other Lands.

The City of Jurupa Valley's General Plan considers agricultural land to be an appropriate use of land until such time as a property owner considers farming to be no longer economically viable

which is why the General Plan designates agricultural land for eventual suburban and urban uses. Therefore, the proposed Project would not result in the conversion of any Farmland to non-agricultural use. Therefore, there are no impacts.

Level of Significance Before Mitigation

No impacts.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No impact,

Threshold 4.2 (b) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓

Screening Criteria: *If the project is not located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone, it may be presumed to no impact absent substantial evidence to the contrary. If the project is not under a Williamson Act contract, it may be presumed to have a less than significant impact absent substantial evidence to the contrary.*

Significance Threshold: *The project is located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone and the project proposes a use inconsistent with the permitted or conditionally permitted uses in these zones; and/or the project is under an existing Williamson Act Contract pursuant to the California Land Conservation Act of 1965 and implemented by Riverside County Ordinance No. 509 and a Notice of Cancellation.*

Plans, Policies, and Programs

There are no PPPs applicable to Project related to agriculture.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to agricultural resources.

Impact Analysis

Agricultural Zoning

The current zoning classification for the site is Manufacturing-Heavy (M-H) and designated as H-I (Heavy Industrial) in the General Plan Land Use Element, which is intended to provide areas that promote and attract industrial and manufacturing activities is not considered a primary agricultural zone.

The site is currently not being used for agricultural purposes. Therefore, the Project would not conflict with existing zoning for agricultural use.

Williamson Act

A Williamson Act Contract enables private landowners to voluntarily enter contracts with local governments for the purpose of establishing agricultural preserves. According to the County of Riverside, the site is not within an agricultural preserve.⁷ Existing surrounding uses includes, commercial, industrial, and residential uses. Since the Project site does not have any current agricultural use and is not identified as farmland, implementation of the proposed Project will not 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. The Project therefore will have no impacts on existing zoning for agricultural use, or a Williamson Act contract.

Level of Significance Before Mitigation

No impacts.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No impact,

Continued on Next Page.

⁷ California Department of Conservation Riverside County Important Farmland Data Availability, Important Farmland Maps Riverside West 2018, <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx>, accessed April 2026.

Threshold 4.2 (c) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓

Significance Threshold: Is the project is located on "Farmland of Local Importance" as shown on General Plan Figure 4.13, Farmland in Jurupa Valley **and** is the project is inconsistent with General Plan Policy COS 4.2 Agricultural Land Conversion which states: "Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion."?

Plans, Policies, and Programs

There are no PPPs applicable to Project related to agriculture.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to agricultural resources.

Impact Analysis

The Project site is located in an area largely characterized by a mix of industrial and manufacturing developments. There is no land being used primarily for agricultural purposes in the vicinity of the site; therefore, development of the site would not convert existing farmland to non-agricultural uses.

Level of Significance Before Mitigation

No impacts.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No impact.

Continued on Next Page.

4.3 Air Quality

The following analysis is based in part on the following resources:

Air Quality, Greenhouse Gas Emissions, and Energy Technical Report, DUDEK, March 2026, included as Appendix A.

Background

Air Pollutants

Air Pollutants are the amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects to humans, animals, vegetation and/or materials. The Air Pollutants regulated by the SCAQMD are described below.⁸

Carbon Monoxide (CO). A colorless, odorless gas resulting from the incomplete combustion of hydrocarbon fuels. Over 80 percent of the CO emitted in urban areas is contributed by motor vehicles.

Nitrogen Oxide (NOx). Nitrogen dioxide (NO₂) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NOx.

Particulate Matter (PM_{2.5} and PM₁₀): One type of particulate matter is the soot seen in vehicle exhaust. Fine particles — less than one-tenth the diameter of a human hair — pose a serious threat to human health, as they can penetrate deep into the lungs. PM can be a primary pollutant or a secondary pollutant from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

Sulfur Dioxide (SO₂). A strong smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO₂.

Ozone: Ozone is formed when several gaseous pollutants react in the presence of sunlight. Most of these gases are emitted from vehicle tailpipe emissions.

Volatile Organic Compounds (VOCs): VOCs contribute to the formation of smog and/or may themselves be toxic. VOCs often have an odor and some examples include gasoline, alcohol, and the solvents used in paints.

Federal and State Air Quality Standards

Under the federal Clean Air Act, the Environmental Protection Agency (EPA) establishes health-based air quality standards for the above-described air pollutants that all states must achieve. The California Clean Air Act also establishes requirements for cities and counties to meet.

South Coast Air Quality Management District Standards

South Coast AQMD was created by the state legislature to facilitate compliance with the federal Clean Air Act and to implement the state air quality program. Toward that end, South Coast AQMD develops regulations designed to achieve these public health standards by reducing emissions from business and industry. The City of Jurupa Valley is located within the South Coast

⁸ <http://www.aqmd.gov/home/air-quality>

Air Basin which is under the jurisdiction of the South Coast AQMD. Table 4.3-1 describes the regional significance thresholds established by the South Coast AQMD to meet national and state air quality standards.

Table 4.3-1: South Coast Air Quality Management District Regional Significance Thresholds

Pollutant	Emissions (Construction) (pounds/day)	Emissions (Operational) (pounds/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550

Source: South Coast Air Quality Management District CEQA Air Quality Significance Thresholds, March 2015.

Attainment Designation

An “attainment” designation for an area signifies that criteria pollutant concentrations did not exceed the established standard. In contrast to attainment, a “nonattainment” designation indicates that a criteria pollutant concentration has exceeded the established standard. Table 4.3-2 shows the attainment status of criteria pollutants in the South Coast Air Basin (SCAB).

Table 4.3-2: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	No Standard
Ozone – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Attainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO _x)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO ₂)	Unclassified /Attainment	Unclassified/Attainment
Lead	Attainment	Attainment

Source: California Air Resources Board, 2015.

Threshold 4.3 (a). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of the applicable air quality plan?			✓	

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

Plans, Policies, or Programs (PPP) - Construction Related Impacts

The following apply to the Project and would reduce impacts related to construction related air quality impacts. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.3-1** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "*Fugitive Dust*." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.
- PPP 4.3-2** The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, "*Sulphur Content and Liquid Fuels*." The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particles during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- PPP 4.3-3** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "*Architectural Coatings*" Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.
- PPP 4.3-4** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 "*PM10 Emissions from Paved and Unpaved Roads and Livestock Operations*" and Rule 1186.1, "*Less-Polluting Street Sweepers*." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.
- PPP 4.3-5** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 401, "*Visible Emissions*." Rule 401 requires implementation of best available control measures to ensure no emissions are visible beyond the site boundary.

Project Design Features

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

Impact Analysis

The South Coast Air Quality Management District is required to produce air quality management plans directing how the South Coast Air Basin's air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is *2022 Air Quality Management Plan*⁹ and it is applicable to City of Jurupa Valley. The purpose of the plan is to achieve and maintain both the national and state ambient air quality standards described above.

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

- **Criterion 1)** If the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the current South Coast Air Quality Management District's Air Quality Management Plan: and
- **Criterion 2)** If the proposed project would significantly exceed the growth assumptions used to prepare the current South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan.

Consistency Criterion No. 1: *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the Air Quality Management Plan.*

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards and National Ambient Air Quality Standards. As evaluated under Issues 4.3.3 (b) below, the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation. Accordingly, the Project is determined to be consistent with the first criterion.

Consistency Criterion No. 2: *The proposed project will not exceed the assumptions in the 2022 Air Quality Management Plan.*

Consistency with 2022 Air Quality Management Plan (AQMP)

The 2022 AQMP adopted by SCAQMD in December 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional proposed strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission

⁹ <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard, which is the most stringent standard to date.

The SCAG region is diverse and large, and the types and classifications of land use used by one jurisdiction often differ from those used by another. The result is that there are many different land use types and classifications that SCAG must organize for its own analysis.

Given the number of square miles the SCAG region encompasses, SCAG developed a simplified series of Land Development Categories (LDCs) to represent the dominant themes taken from the region's many General Plans. This was developed in order to facilitate regional modeling of land use information from nearly 200 distinct jurisdictions. The LDCs employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016 RTP/SCS.

SCAG then classified the Place Types into three LDCs. The agency used these categories to describe the general conditions that exist and/or are likely to exist within a specific area. They reflect the varied conditions of buildings and roadways, transportation options, and the mix of housing and employment throughout the region. The three LDCs that SCAG used are:

1. Urban: These areas are often found within and directly adjacent to moderate and high-density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.

2. Compact: These areas are less dense than those in the Urban LDC, but they are highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment. They have a rich mix of housing, from multifamily and attached single-family (townhome) to small- and medium lot single-family homes. These areas are well served by regional and local transit service, but they may not benefit from as much service as urban growth areas and are less likely to occur around major multimodal hubs. Streets in these areas are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached by walking, biking, taking transit, or with a short auto trip.

3. Standard: These areas comprise the majority of separate-use, auto-oriented developments that have characterized the American suburban landscape for decades. Densities in these areas tend to be lower than those in the Compact LDC, and they are generally not highly mixed. Medium- and larger-lot single-family homes comprise the majority of this development form. Standard areas are not typically well served by regional transit service, and most trips are made by automobile.

According to Exhibit 29, *Forecasted Regional Development Types by Land Development Categories (2012)-Western Riverside County*, the City of Jurupa Valley is classified as being within the Standard LDC.¹⁰

The proposed Project does not include a general plan amendment or zone change and there does not result in the site being changed for other uses not anticipated and is considered as being in the Urban or Compact LDC for purposes of growth projections used for modeling air quality emission assumptions in the 2016 AQMP. As such, the Project is consistent with the growth projections in City of Jurupa Valley General Plan and is considered to be consistent with the 2022 AQMP.

Buildout of the Project is consistent with the Standard LDC and would not be greater than assumed by SCAG's regional forecast projections and also the AQMP growth projections. In order to exceed the growth assumptions, the Project would have to increase the intensity of development to the degree it would result in the entire city to be reclassified to the Urban or Compact LDC. As detailed in Section 5.13, *Population and Housing*, the development would not increase the City's population. As such, the Project does not result in the site being considered as being in the Urban or Compact LDC for purposes of growth projections used for modeling air quality emission assumptions in the 2016 and 2022 AQMPs. As such, the Project is consistent with the growth projections in City of Jurupa Valley General Plan and is considered to be consistent with the proposed 2022 AQMP.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.3 (b). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: Would the project's air emissions exceed the applicable regional significance thresholds established by the SCAQMD?

¹⁰ https://planning.lacity.org/odocument/2a7e374a-5c53-4db8-8ea1-a75f12a73b31/Appendix_L_SCAGs_2016-2040_RTP_SCS_Background_Documentation.pdf

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

Plans, Policies, and Programs

PPPs 4.3.1 through 4.3-5 shall apply.

Project Design Features

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

Impact Analysis

The Project has the potential to generate pollutant concentrations during both construction activities and long-term operation. Both construction and operational emissions for the Project were estimated by using the California Emissions Estimator Model (CalEEMod) which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as California Environmental Quality Act (CEQA) documents and is authorized for use by the South Coast Air Quality Management District.

Construction activities associated with the Project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Construction is expected to last approximately 14 months. Table 4.3-3 summarizes the construction emissions considering the application of PPP 4.3-1 through 4.3-5.

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Table 4.3-3: Summary of Peak Construction Emissions

	Emissions (lbs/day)					
	VOC/ROG	NOX	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions⁽¹⁾	42.64	31.87	31.27	0.05	9.30	5.26
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

(1) Highest value of daily emissions from Air Quality and Greenhouse Gas Impact Study Table 8 Regional Significance – Construction Emissions, used for Maximum Daily Emissions.

As shown in Table 4.3-3, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant.

Long-Term Regional Operation Related Impacts

Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the Project site. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed facilities. Energy demand emissions result from use of electricity and natural gas. The results of the CalEEMod model for operation of the Project site are summarized in Table 4.3-4.

Table 4.3-4: Summary of Peak Operational Emissions (Summer)

Source	Emissions (lbs/day)					
	VOC/ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer Emissions						
Mobile Source	1.29	11.03	18.49	0.1	7.92	2.19
Area Source	2.59	0.03	3.54	<0.01	0.01	<0.01
Energy Source	0.05	0.94	0.79	0.01	0.07	0.07
Offroad	0.90	12.94	57.50	0.02	0.37	0.34
Total Maximum Daily Emissions (Summer)	4.82	24.94	80.32	0.15	8.37	2.61
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

Table 4.3-5: Summary of Peak Operational Emissions (Winter)

Source	Emissions (lbs/day)					
	VOC/ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter Emissions						
Mobile Source	1.23	11.58	15.16	0.13	7.92	2.19
Area Source	2.00	-	-	-	-	-
Energy Source	0.05	0.94	0.79	0.01	0.07	0.07
Offroad	0.90	12.94	57.50	0.02	0.37	0.34
Total Maximum Daily Emissions (Winter)	4.33	21.89	73.45	0.15	8.20	2.49
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

As shown in Tables 4.3-4, Project operational related air emissions do not exceed SCAQMD regional thresholds.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.3 (c). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose sensitive receptors to substantial pollutant concentrations?			✓	

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

- The project would exceed the SCAQMD Localized Significance Thresholds (LST) which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities.
- The project emissions would contribute traffic volumes to an intersection in the vicinity of the project site which exceeds 100,000 vehicles per hour.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to a cumulatively considerable net increase of any criteria pollutant. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

(Refer to **PPP 4.3.1 through PPP 4.3-5** under Issue 4.3(b) above).

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to air quality.

Impact Analysis

Localized Air Quality Impacts

The South Coast Air Quality Management District has established Localized Significance Thresholds (LST) which are used to determine whether or not a project may generate significant adverse localized air quality impacts for both construction and on-site operations. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be to be a receptor such as residential, hospital, convalescent facility where it is possible that an individual could remain for 24 hours. If the calculated emissions for the proposed construction or operational activities are below the LST emission thresholds then the proposed construction or operation activity is not significant for air quality. (SCAQMD) For purposes of this analysis, the nearest offsite sensitive receptors are a senior living facility located north and single-family homes on the east side of the area of the project site that will be disturbed during construction or subsequent occupation.

Table 4.3-6 identifies the maximum daily localized emissions thresholds that are applicable to the Project.

Table 4.3-6: Maximum Daily Localized Emissions Thresholds

Pollutant	Localized Thresholds (pounds per day)
NO _x	118
CO	602
PM ₁₀	101
PM _{2.5}	40.2

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

Localized Construction Emissions

Construction is expected to last approximately 14 months. Table 4.3-7 summarizes the localized construction emissions considering the application of **PPP 4.3-1 through 4.3-4**. As shown in Table 4.3-7, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for construction activities.

Table 4.3-7: Summary of Localized Significance Construction Emissions

Maximum Daily Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer 2025	10.44	13.04	0.43	0.40
Winter 2025	31.64	30.18	9.03	5.20
Winter 2026	9.85	12.97	0.38	0.35
Maximum Emissions	31.64	30.18	9.03	5.20
SCAQMD Localized Threshold	118	602	101	40.2
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

Localized On-Site Operational Emissions

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that spend long periods of queuing and idling at the site (e.g. warehouse, industrial, manufacturing, or distribution facilities). The proposed Project includes a tire recycling facility and warehouse use that includes both offroad equipment use and truck traffic. Although trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways because emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets, a portion of their emissions were included in the analysis. To conservatively capture potential vehicle activity within the project boundary (i.e., fence line), a small portion (i.e., 0.25 miles) of the off-site vehicle travel for worker vehicles and trucks were conservatively treated as on-site emissions for the LST analysis. As shown in Table 4.3-8, localized operations emissions would not exceed the applicable SCAQMD LSTs for emissions for operational activities.

Table 4.3-8: Summary of Localized Significance Operations Emissions

Maximum Daily Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	21.31	74.07	0.84	0.71
Winter	21.35	70.84	0.84	0.71
Maximum Emissions	21.35	74.07	0.84	0.71
SCAQMD Localized Threshold	118	602	25	10
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

CO Hot Spot Analysis

CO Hot Spots are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day). There are no intersections in the vicinity of the Project site which exceed the 100,000 vehicle per day threshold typically associated

with CO Hot Spots. In addition, the South Coast Air Basin has been designated as an attainment area for CO since 2007. Therefore, Project-related vehicular emissions would not create a Hot Spot and would not substantially contribute to an existing or projected CO Hot Spot.

Health Risk Assessment Construction Emissions

CO Hot Spots a construction health risk assessment (HRA) was conducted to evaluate potential health impacts associated with building the project. The summary below outlines the dispersion modeling approach and HRA methods, while full documentation—including detailed assumptions—is provided in Appendix A.

For the purposes of the analysis, particulate matter less than 10 microns (PM₁₀) in diesel exhaust is treated as diesel particulate matter (DPM), primarily emitted from off-road construction equipment operating at fixed locations for specific durations and distances from nearby sensitive receptors. In contrast, emissions from on-road vehicles, such as heavy-duty diesel trucks, are less concentrated and more widely dispersed.

To better estimate truck pass-by emissions near sensitive receptors, the CalEEMod scenario for the project was modified by reducing one-way diesel truck trip lengths to 0.25 miles, consistent with San Joaquin Valley Air Pollution Control District (2018) guidance.

Air dispersion modeling followed standard practices recommended by the South Coast Air Quality Management District (2023). Modeling was performed using the AERMOD (Version 21112), implemented through AERMOD View Version 11.2.0. The HRA methodology adhered to the 2015 guidelines established by the Office of Environmental Health Hazard Assessment, along with SCAQMD guidance, to estimate health risks for all nearby receptors, both on-site and off-site.

The dispersion modeling incorporated standard regulatory default settings, with model parameters selected in accordance with SCAQMD and EPA recommendations to accurately reflect site conditions and construction activities.

Results of the construction HRA under unmitigated conditions are presented in Table 4.3-9.

Table 4.3-9: Construction Health Risk Assessment Results - Unmitigated

Impact Parameter	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential Off Site	465811.38	3763804.1	Per Million	1.42	10	Less than significant
Chronic Hazard Index – Residential Off Site	465811.38	3763804.1	Index Value	0.002	1.0	Less than Significant

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

Note: UTME = Universal Transverse Mercator East; m = meter; UTMN = Universal Transverse Mercator North; CEQA = California Environmental Quality Act.

As shown in Table 4.3-9, project construction activities would result in a Residential Maximum Individual Cancer Risk of 1.42 in 1 million for off-site receptors, which does not exceed the

significance threshold of 10 in 1 million. The project's construction TAC health risk impacts would be less than significant.

Health Risk Assessment Operations Emissions

For the operational health risk assessment, the year 2026 was assumed to represent the start of project operations following construction completion. Emissions during operation would result from truck trips, truck idling, and the use of diesel- and propane-powered off-road equipment. For analysis purposes, PM10 in diesel exhaust was treated as diesel particulate matter (DPM), primarily generated by on-site and off-site truck travel and idling at loading docks.

Emission estimates for trucks and off-road equipment were derived using CalEEMod, applying emission factors representative of the anticipated 2026 vehicle and equipment mix. Although truck idling is regulated to a maximum of 5 minutes under CARB's Airborne Toxic Control Measure, a conservative assumption of 15 minutes per truck was used, thereby overestimating DPM emissions from idling. Similarly, a constant set of 2026 emission factors from CalEEMod was applied across the full 30-year analysis period, which likely overstates impacts by not accounting for cleaner technologies or fleet turnover over time.

Truck travel-related DPM emissions were calculated using CalEEMod exhaust PM10 emission factors combined with total truck trips and travel distances. On-site idling emissions were estimated using EMFAC2021 idle emission factors, total truck trips, and the assumed 15-minute idling duration.

Dispersion modeling was conducted using AERMOD (Version 23132). Truck activity was modeled as a line of adjacent volume sources along defined routes: approximately 38% of trucks would travel toward Lucerne Valley via Interstate 215; 25% toward Azusa via SR 71 and I-10; 25% toward the Port of Long Beach via SR 91 and I-710; and the remaining trucks would use two additional routes (each about 6%) connecting to I-215 or Rubidoux Boulevard. Off-road equipment operating near loading docks and the truck yard was also modeled as line volume sources.

Compressed natural gas (CNG) toxic air contaminant emissions were estimated using SCAQMD's Risk Tool for 4-stroke rich-burn natural gas engines, while PM10 emissions for individual off-road equipment were obtained from CalEEMod. Receptors for the dispersion modeling were placed at nearby sensitive locations along truck routes and near the project site.

Health risks from carcinogenic air toxics were evaluated in terms of cancer risk, with SCAQMD's recommended significance threshold of 10 in one million. Noncancer risks from long-term exposure were assessed using a hazard index, where values below 1.0 indicate no expected adverse effects and are considered less than significant. Diesel exhaust, a complex mixture of gases and particles, includes known human carcinogens, and DPM has established cancer risk factors and chronic exposure values. Because no short-term exposure standards are established, acute impacts were not evaluated.

The analysis assessed long-term exposure over a period from the third trimester of pregnancy through 30 years. DPM dispersion was modeled using AERMOD and resulting cancer and noncancer risks were calculated using CARB's HARP2 model.

For receptor placement, the operational analysis included discrete receptors at the closest residential locations as well as other sensitive sites—such as daycare centers, healthcare facilities, and schools—to assess potential health risks during project construction. Additional dispersion modeling receptors were also positioned near sensitive locations along the truck routes.

Cancer risk refers to the increased likelihood that an individual will develop cancer due to exposure to a carcinogenic substance, typically expressed as the number of additional cases per one million people. The Maximum Individual Cancer Risk represents the estimated probability that a maximally exposed individual could develop cancer due to long-term exposure to toxic air contaminants (TACs), evaluated over a 30-year period for residential receptors. The health risk assessment assumes exposure begins during the third trimester of pregnancy and continues for 30 years at all residential sensitive receptor locations. For diesel particulate matter (DPM), inhalation is considered the sole exposure pathway.

Results of the operations HRA under unmitigated conditions are presented in Table 4.3-10.

Table 4.3-10: Operations Health Risk Assessment Results - Unmitigated

Impact Parameter	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk – Residential Off Site	465815.89	3763795.75	Per Million	2.12	10	Less than significant
Chronic Hazard Index – Residential Off Site	465815.89	3763795.75	Index Value	0.0129	1.0	Less than Significant

Source: Air Quality, Greenhouse Gas Emissions, and Technical Report, (Appendix A).

Note: UTME = Universal Transverse Mercator East; m = meter; UTMN = Universal Transverse Mercator North; CEQA = California Environmental Quality Act.

As shown in Table 4.3-10, project operations activities would result in a Residential Maximum Individual Cancer Risk of 12.12 in 1 million for off-site receptors, which does not exceed the significance threshold of 10 in 1 million. The project's construction TAC health risk impacts would be less than significant.

Valley Fever

Valley fever is not considered highly endemic in Riverside County. However, to limit airborne dust from the project and reduce potential air quality impacts, dust control measures will be implemented in accordance with SCAQMD Rules 401 and 403 (**PPP 4.3-1 and 4.3-5**). Given the project's location and adherence to these regulations, it is not expected to cause significant impacts related to valley fever exposure. These measures will help reduce the release and spread of fungal spores, resulting in less-than-significant impacts for sensitive populations.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.3 (d). Would the Project	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Screening Criteria: Under the City's local significance threshold, the project would have significant effects if: the project is **not** any of the following, it may be presumed to have a less than significant impact absent substantial evidence to the contrary

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

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

Plans, Policies, or Programs (PPP) - Construction Related Impacts

The following apply to the Project and would reduce impacts related to other emissions such as odor impacts. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPPs 4.3.1 through 4.3-5 shall apply.

PPP 4.3-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere

Project Design Features

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

Impact Analysis

According to the South Coast Air Quality Management District *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not propose any of the above-described uses.

Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's long-term operational uses.

The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

4.4 Biological Resources

The following analysis is based in part on the following resources:

Biological Resources Technical Report, Dudek, November 2024, included as Appendix B.

Threshold 4.4 (a) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		✓		

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project results in a direct or indirect physical change in the environment which is caused by and immediately related to the project that has a substantial adverse effect, either directly or through habitat modifications, on any

species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to candidate, sensitive, or special status species. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

PPP 4.4-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) as required by Municipal Code Chapter 3.80.

Project Design Features

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

Impact Analysis

Existing Conditions

Project site elevation ranges from approximately 865 feet to 875 feet above mean sea level (MSL) sloping from the northwestern portion of the site to the southeast. The site is above the floodplain as it is above the Santa Ana Riverbed which has elevations ranging approximately 810 feet to 813 feet above MSL in the area adjacent to the site. The site is currently used as a truck yard and subject to regular disturbances including disking and grading since at least 1993. The site's vegetation communities present include urban developed land, non-native grassland general habitat, and Brassica nigra (black mustard) – Centaurea alliance (knapweeds and star-thistles).

The Project Site is located within the Multiple Species Habitat Conservation Plan (MSHCP) Jurupa Area Plan and the Santa Ana River Habitat Management Unit. The site has approximately 6.8-acres and is not located within a MSHCP Criteria Cell.

Sensitive Plant Communities/Species

The Project Site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), with portions of the site located in the Burrowing Owl Survey Area, Narrow Endemic Plant Species Survey Area (NEPSSA) Survey area, small Mammal Survey Area (San Bernardino Kangaroo Rat and Los Angeles Pocket Mouse), Invertebrate/Delhi Sands Flower-Loving Fly soils area.

The Project site is not located within Criteria Species Survey Area or Amphibian Survey Area.

Narrow Endemic Plants

The Project site is located in the MSHCP designated Narrow Endemic Plant Species Survey Area (NEPSSA) for San Diego Ambrosia (*Ambrosia pumila*), San Miguel Savory, and Brand's Phacelia

(*Phacelia stellaris*). None of the species were found during on-site surveys due to lack of suitable habitat and the Biological Assessment concluded that no further surveys were required.

Sensitive Wildlife Species

The Project site occurs within the MSHCP Burrowing Owl (*Athene cunicularia*) Survey Area, which is classified as a Species of Special Concern by the California Department of Fish and Wildlife (CDFW). As part of the Biological Assessment a Step I and Step II-A Focused Burrowing Owl Survey were conducted. No Burrowing Owl were observed within the Project site, and no Burrowing Owl sign was detected in association with burrows. No other habitat supporting species that are classified as candidate, sensitive, or special status species was present on the Project site.

However, the Project site contains suitable habitat for burrowing owls, and as such a pre-construction Burrowing Owl Survey will be required as indicated in **Mitigation Measure (MM) BIO-1 Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection**.

The Project site also occurs within the MSHCP small Mammal Survey Area for San Bernardino kangaroo rat (SBKR) and the Los Angeles pocket mouse (LAPM). The Biological Assessment found that the site lacks suitable scrub and alluvial scrub habitat and soils to support the SBKR and a lack of suitable scrub and alluvial sage and soils to support the LAPM. Additionally, the soils on the site are highly compacted due to past disturbances and not suitable for either the SBKR or LAPM.

Portions of the Project site are mapped in the Delhi Sands Flower-Loving Fly Soils Area. According to the focused habitat assessment conducted by biologist Dale Powell, Delhi fine sands were mapped within the majority of the Project site. Most of the area mapped as Delhi sands was being utilized for parking trucks. The area to the east of the parking area also contains Delhi fine sand; however, this area may have been used for industrial purposes as a parking lot. The soil was contaminated with wood chips and other debris. No unconsolidated, uncontaminated Delhi fine sand present on the site. Additionally, Delhi Sands flower-loving fly indicator plants such as California buckwheat (*Eriogonum fasciculatum*), California croton, annual bursage (*Ambrosia acanthicarpa*), and telegraph weed were absent from the Project site. As a result, the Project site does not meet the minimal requirements for focused surveys for the Delhi Sands flower-loving fly (i.e., native soils do not remain, and the Project site does not contain suitable habitat for Delhi Sands flower-loving fly). As such, focused surveys are not warranted, and no impacts are expected to occur.

The Project site contains vegetation with the potential to support native nesting birds. As discussed above, the California Fish and Game Code prohibits mortality of native birds, including eggs. The following measure is recommended to avoid take of nesting birds. Potential impacts to native birds were not considered a biologically significant impact under CEQA; however, to comply with state law, **Mitigation Measure (MM) BIO-2 Nesting Bird Protection** is required.

The Biological Assessment concluded that the Crotch's bumble bee has a low likelihood of occurring within the Project area due to the presence of open grassland and ruderal habitats that provide some floral resources. Project implementation could result in direct impacts to individuals of the species. Although the Project site contains limited suitable floral resources, Crotch's bumble bee is a generalist forager and may utilize any areas within the Project Area

where appropriate flowering plants are available. Nesting typically occurs underground in abandoned burrows created by ground squirrels, mice, or rats, but may also occur aboveground in abandoned bird nests or vacant cavities (Osborne et al. 2008; Williams et al. 2014). These microhabitats—including small mammal burrows suitable for nesting and debris or loose materials used for hibernation—are expected to be present on site, though in limited locations.

Because the species generally nests below ground, individuals would be particularly susceptible to injury or mortality during construction activities, as nests and bees could be crushed if present. As a result, the Project could cause direct impacts to individuals during vegetation removal and grading associated with building construction and related activities.

Implementation of **Mitigation Measure (MM) BIO-3 Pre-Construction Survey for Crotch's Bumble Bee** would reduce the potential for direct impacts to a less-than-significant level by requiring surveys prior to construction and avoidance of nesting resources, if identified, until the nesting season has ended. In addition, implementation of **PPP 4.4-1** would require payment of an MSHCP Local Development Mitigation Fee to the City of Jurupa Valley, supporting land acquisition and management under the MSHCP. The MSHCP includes large, connected conservation areas that have been preserved or identified for conservation to support the recovery of Covered Species. Although Crotch's bumble bee is not a Covered Species under the MSHCP, its habitat preferences overlap with those of several Covered Species. Therefore, conservation lands supported in part by the mitigation fee would include potentially suitable habitat for Crotch's bumble bee and are expected to provide a benefit to the species. With mitigation incorporated, direct impacts to Crotch's bumble bee would be less than significant.

Construction-Related Short-Term Indirect Impacts

Potential short-term or temporary indirect impacts to wildlife movement resulting from construction activities include adverse effects from noise, vibration, increased human presence, and nighttime lighting. These potential construction-related indirect impacts to wildlife movement would be potentially significant absent mitigation.

Project implementation of **Mitigation Measure (MM) BIO-4: Construction-Related Indirect Impacts to Biological Resources**, is required and would reduce potential indirect impacts to a less-than-significant level through biological monitoring, requirement of a Worker Environmental Awareness Training, delineation of Project boundaries, and ensuring that construction will not be conducted at night.

Implementation of **MM-BIO-4** would minimize construction-related indirect impacts to wildlife corridors and habitat linkages to less than significant with mitigation incorporated.

Long-Term Indirect Impacts

Potential long-term indirect impacts to wildlife movement include chemical releases, such as oils and grease from vehicles that could degrade habitat; increased human presence; increased invasive plant species that may degrade habitat; trampling of vegetation and soil compaction by humans, which could affect soil moisture, water penetration, surface flows, and erosion; and nighttime lighting. These potential long-term indirect impacts would be potentially significant absent mitigation.

Project implementation of **Mitigation Measure (MM) BIO-5: Long-Term Indirect Impacts to Biological Resources** is required and would reduce potential indirect impacts to a less-than-significant level by requiring measures to ensure runoff is not altered from existing conditions and toxicants are not discharged, restoration of temporary impacts, preparation of landscaping plans that will emphasize native species and not include species from the Cal-IPC California Invasive Plant Inventory, incorporation of barriers to prevent unauthorized public access to open space areas, and stipulations that night-lighting will not be directed toward open space areas.

Implementation of **MM-BIO-5** would minimize long-term indirect impacts to wildlife movement to less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially significant

Mitigation Measures

MM-BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection. To avoid project-related impacts to burrowing owls potentially occurring on or in the vicinity of the project site, a pre-construction presence/absence survey for burrowing owl within the Impact Site (and 500-foot survey buffer) where suitable habitat is present in accordance with the March 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area shall be conducted by a qualified biologist within 30 days prior to the commencement of ground disturbing activities including vegetation clearing, grubbing, tree removal, or site watering. In addition, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to CDFW. Additionally, if ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to minimize the possibility burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above shall be necessary.

If no burrowing owls are observed during the survey, site preparation and construction activities may begin. If burrowing owl are present, If active burrowing owl burrows are detected during the breeding season within the survey area, then avoidance or minimization measures shall be undertaken in consultation with the City of Jurupa Valley, California Department of Fish and Wildlife (CDFW) and US Fish and Wildlife Service (USFWS). CDFW shall be sent written notification within 48 hours of detection of burrowing owls. If active nests are identified on an implementing project site during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan.

The qualified biologist and Project Applicant shall coordinate with the City, CDFW, and USFWS to develop a Burrowing Owl Plan to be approved by the City, CDFW, and USFWS prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall

include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The City will implement the Burrowing Owl Plan following CDFW and USFWS review and approval.

If active burrowing owl burrows are detected outside the breeding season or during the breeding season and its determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with the City of Jurupa Valley and CDFW. within Impact Site(s) during Project implementation and construction, the Project applicant shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Plan will be submitted to CDFW for review and approval within two weeks of detection and no Project activity will continue within 1000 feet of the burrowing owls until CDFW approves the Burrowing Owl Plan. The City shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

A final report shall be prepared by a qualified biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report will be submitted to the City and CDFW within 30 days of completion of the survey and burrowing monitoring for mitigation monitoring compliance record keeping.

MM-BIO-2: Nesting Bird Survey and Protection. To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) should be conducted, to the greatest extent possible, outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, vegetation grubbing, and grading.

The survey area will include the project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint. Within 72 hours of the nesting bird survey, all areas surveyed by the biologist will be cleared by the Contractor or a supplemental nesting bird survey is required. The survey results shall be provided to the City's Community Development Department. The Project Applicant shall adhere to the following:

1. Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project

activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist and approved by the City of Jurupa Valley, based on their best professional judgement and experience. The buffer areas shall be avoided until the Project biologist determines the young have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The Designated Biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. The qualified biologist shall halt all construction activities within proximity to an active nest if it is determined that the activities are harassing the nest and may result in nest abandonment or take. The qualified biologist shall also have the authority to require implementation of avoidance measures related to noise, vibration, or light pollution if indirect impacts are resulting in harassment of the nest. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

MM-BIO-3: Pre-Construction Survey for Crotch's Bumble Bee. To pre-construction survey for Crotch's bumble bee shall be conducted within the construction footprint prior to the start of ground-disturbing construction activities occurring during the Crotch's bumble bee nesting period (February 1 through October 31). The survey shall ensure that no nests for Crotch's bumble bee are located within the construction area. The pre-construction survey shall include:

- (1) a habitat assessment and
- (2) focused surveys, both of which shall be based on recommendations described in the Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species, released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current version at the time of construction.

The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat on site including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and human-made structures that may support bumble bee colonies, such as rock walls, rubble, and furniture. The habitat assessment shall be repeated prior to February 1 in each year ground-disturbing activities occur to determine if nesting resources

are present within the impact area. If nesting resources are present in the impact area, focused surveys shall be conducted.

The focused survey shall be performed by a biologist with expertise in surveying for bumble bees and include at least three survey passes that are not on sequential days or in the same week, preferably spaced 2 to 4 weeks apart. The timing of these surveys shall coincide with the colony active period (April 1 through August 31 for Crotch's bumble bee). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are conducted when there are sunny to partly sunny skies and a temperature greater than 60°F. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Within non-developed habitats, the biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the biologist shall watch the nest resources for up to 5 minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency such that their presence would be apparent after 5 minutes of observation. If a bumble bee worker is detected, then a representative shall be identified to species. Biologists should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them, depending on their proximity to one another. It is up to the discretion of the biologist regarding the actual survey viewshed limits from the chosen vantage point to determine which would provide 100% visual coverage; this could include a 30- to 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes).

Identification shall include trained biologists netting/capturing the representative bumble bee in appropriate insect nets, per the protocol in U.S. National Protocol Framework for the Inventory and Monitoring of Bees. The bee shall be placed in a clear container for observation and photographic documentation, if able. The bee shall be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee-identifying characteristics cannot be adequately captured in the container due to movement, the container shall be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee shall be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. The bumble bee shall be released into the same area from which it was captured upon completion of identification. Based on implementation of this method on a variety of other bumble bee species, they become active shortly after removal from the cold environment, so photography must be performed quickly.

If Crotch's bumble bee nests are not detected, no further mitigation would be required. The mere presence of foraging Crotch's bumble bees would not require implementation of additional minimization measures because they can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch's bumble bee are detected within the construction area, no construction activities shall occur within 100 feet of the nest, or as determined by a qualified biologist through evaluation of topographic features or distribution of floral resources. The nest

resources shall be avoided for the duration of the Crotch's bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest, as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly mobile and can independently disperse outside of the construction footprint to surrounding open space areas that support suitable hibernacula resources.

A written survey report shall be submitted to the City of Jurupa Valley and CDFW within 30 days of the pre-construction survey. The report shall include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers and a detailed habitat assessment. If Crotch's bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to, submittal of the survey report.

If the above measures are followed, it is assumed that the Project shall not need to obtain authorization from CDFW through the CESA Incidental Take Permit process. If the nest resources cannot be avoided, as outlined in this measure, the Project applicant shall consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch's bumble bee may supersede measures provided in this CEQA document and shall be incorporated into the habitat mitigation and monitoring plan.

In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation shall be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate shall be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.

MM-BIO-4: Construction-Related Indirect Impacts to Biological Resources. Prior to issuance of a grading permit, the Project's Applicant/Developer shall include the following in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species:

- a) **Biological Monitoring.** A qualified Project biologist shall monitor ground-disturbing and vegetation-clearing activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation-clearing activities are complete, the Project biologist shall conduct weekly checks in order to inspect construction fencing and ensure that all applicable requirements from the mitigation measures are being upheld.
- b) **Worker Environmental Awareness Training.** Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Federal Endangered Species Act, California Endangered Species Act, and the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the Project; and (6) the access routes to and study area boundaries within which the Project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures shall be made available to construction personnel. The video can be recorded so that multiple personnel are able to watch the material. The training shall be provided in alternate languages, as needed.
- c) **Delineation of Property Boundaries.** Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided.
- d) **Standard Dust Control Measures.** Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce dust impacts on nearby conserved lands, plants, and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites, installing shaker plates, and suspending excavation and grading operations during periods of high winds.
- e) **Stormwater Pollution Prevention Plan.** Prior to issuance of a grading permit for construction, the applicant shall submit a stormwater pollution prevention plan (SWPPP) to the City of Jurupa Valley that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best

management practices categories employed on site would include erosion control, sediment control, and non-stormwater (good housekeeping).

- f) Minimize Spills of Hazardous Materials. All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills and contaminated soil shall be immediately cleaned up and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area.
- g) Wildlife Hazards. The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities:
 - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches) shall be tightly covered at the end of each workday. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape.
 - Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each workday and prior to disturbance. If wildlife is discovered, it shall either be moved out of harm's way by a qualified biologist or allowed to move off of the study area on its own.
 - Nets and mesh shall be made of loose-weave material that is not fused at the intersections of the weave, as nets with welded weaves present an entanglement risk.
 - Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each workday.
- h) Invasive Weeds. In order to reduce the spread of invasive plant species, landscape plants shall not be those found in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation areas, or on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory:
<http://www.cal-ipc.org/ip/inventory/index.php>.
- i) Night Work. All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum of 50-foot buffer from the edge of any MSHCP Conservation areas the adjacent open space.

MM-BIO-5: Long-Term Indirect Impacts to Biological Resources. Prior to issuance of a construction permit, the Project's Applicant/Developer shall include in the construction plans and specifications the following to address indirect impacts to special-status species:

- a) Runoff. Development shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System requirements, to ensure that the quantity and quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed open space or

suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

- b) Toxicants. Land uses that use chemicals or generate bioproducts, such as manure, fertilizer, or vineyard waste, that are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented.
- c) Lighting. All permanent lighting shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting.
- d) Noise. Proposed noise-generating land uses affecting suitable habitat for special-status species shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife should not be subject to noise that would exceed residential noise standards.
- e) Invasive Species. When approving landscape plans for future development, emphasis shall be placed on using native species that occur in the region. Invasive, non-native plant species listed in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent California Invasive Plant Council inventory (<https://www.cal-ipc.org/plants/inventory/>) with a rating of moderate or high shall not be included in landscaping.
- f) Barriers. Development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

Level of Significance After Mitigation

Less than significant.

Threshold 4.4 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		✓		

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

Plans, Policies, and Programs

Plans, Policies, and Programs (PPPs) include existing City of Jurupa Valley regulatory requirements, such as municipal codes, that would apply to the proposed Project. These PPPs are intended to work in conjunction with existing federal, state, and regional regulations and plans to further minimize or avoid potential impacts to biological resources. The following PPP applies to the Project and would reduce impacts related to biological resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.4.1 shall apply.

Project Design Features

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

Impact Analysis

The Biological Technical Report determined that the Project site does not contain any riparian/riverine resources or riparian habitat. The Project site is comprised primarily of urban/developed lands and upland mustards or star-thistle fields. Therefore, due to the lack of riparian habitat present, focused protocol surveys for riparian bird species such as least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or yellow-billed cuckoo (*Coccyzus americanus*) are not required.

The Biological Assessment concluded that jurisdictional wetland and non-wetland waters of the U.S. and riparian and streambed waters of the State are not present within the Project site. No riparian/riverine resources subject to the MSHCP are present on the Project site. No evidence of vernal pools or seasonal depressions were observed within the Project Site and no suitable habitat for fairy shrimp is present within or adjacent to the Project Site. Therefore, the proposed Project would have no impacts on special-status vegetation communities or riparian habitat.

Direct Impacts

As discussed and described in Section 4.4 (a) during the literature and database reviews and based on the site reconnaissance and surveys the Project has the potential for direct impacts on Burrowing Owl, Nesting Birds, and Crotch bumble bee. Therefore, mitigation measures **BIO-1, BIO-2, and BIO-3** are required.

Indirect Impacts

As discussed and described in Section 4.4 (a) during the literature and database reviews and based on the site reconnaissance and surveys the Project has the potential for indirect impacts during construction and operations. Therefore, mitigation measures **BIO-4 and BIO-5** are required.

Level of Significance Before Mitigation

Potentially significant

Mitigation Measures

Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5 are required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.4 (c) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

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

Plans, Policies, and Programs

There are no PPPs applicable to the Project that would reduce potential impacts relating to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

Project Design Features

There are no PDFs applicable to the Project related to the topic of state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

Impact Analysis

The Biological Technical Report (Appendix B) determined that Jurisdictional Waters regulated by the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB) or California Department of Fish and Wildlife (CDFW) are not located within the Project Site.

Additionally, the Biological Technical Report concluded that the Project site does not contain any state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.4 (d). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		

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

Plans, Policies, and Programs

There are no PPPs applicable to the Project that would reduce potential impacts relating to 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.

Project Design Features

There are no PDFs applicable to the Project related to the topic of 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

Impact Analysis

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors effectively act as links between different populations of a species. The GBA found that the Project Site proposed for development does is not located within a designated wildlife corridor or linkage. The Project Site is located north of the Santa Ana River, which is a designated wildlife corridor and linkage, however the site is relatively flat and consists of primarily of disturbed non-vegetated areas and disturbed non-native vegetation and no wildlife movement corridors were found to be present on the site. As

such, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident wildlife corridors.

The site supports nesting opportunities for common migratory bird species. All migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918¹¹. The MBTA prohibits individuals to kill, take, possess, or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 7034).

Therefore, if vegetation is to be removed during the nesting season, a pre-construction nesting bird survey shall be conducted, and avoidance measures taken to ensure that no take of birds or their nests will occur per **MM-BIO-2 Nesting Bird Protection**.

Level of Significance Before Mitigation

Potentially significant

Mitigation Measures

Mitigation Measure BIO-2 is required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.4 (e) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓

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

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

Plans, Policies, and Programs

There are no PPPs applicable to the Project that relate to the topic of a tree or other significant vegetation preservation policy or ordinance.

Project Design Features

There are no PDFs applicable to the Project related to the topic of biological resources protect by a tree or other significant vegetation preservation policy or ordinance.

¹¹ United States Fish and Wildlife Service, Migratory Bird Treaty Act, August 8, 2017, Available at: <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

Impact Analysis

According to the General Plan, significant trees are those trees that make substantial contributions to the natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected.¹² According to the General Plan, other significant vegetation includes agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value¹³.

The proposed Project Site has for years been disturbed and routinely disced or mowed and therefore there is no impact.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No impact.

Threshold 4.4 (f) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		✓		

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

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to water quality and waste discharge requirements per the MSHCP Best Management Practices (BMPs). These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.9-1 As required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a

¹² City of Jurupa Valley, *General Plan Conservation and Open Space Element*, Policy COS-1.2.

¹³ City of Jurupa Valley, *General Plan Conservation and Open Space Element*, Policy COS-1.3.

quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

- PPP 4.10-1** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)*, any person performing construction work in the city shall comply with the provisions of this chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the BMPs that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer.
- PPP 4.10-2** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)*, any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.
- PPP 4.10-3** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section C*, new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.

Impact Analysis

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan.¹⁴ The plan provides coverage (including authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

Table 4.4-1: MSHCP Consistency Analysis¹⁵

MSHCP Element/Requirements	Project Site Status	Consistency
Criteria Cell/Cell Group (Reserve Assembly Section 3.2.3)	The Project site is not located within a Cell Group. However, the Project is located within Criteria Cell 698 and as such was required to complete the Joint Project Review (JPR) process.	Consistent The JPR Findings state that the development of the Project would not impede the conservation goals for the Existing Core A, nor result in issues regarding fragmentation.

¹⁴ Regional Conservation Authority, Western Riverside County, *Multiple Species Habitat Conservation Plan*, June 17, 2003.

¹⁵ Biological Resources Technical Report, Appendix B.

MSHCP Element/Requirements	Project Site Status	Consistency
Area Plan Subunit	The Project site is located within a MSHCP Area Plan Subunit SU1 – Santa Ana River Central.	Consistent The JPR Findings state that the development of the Project would not impede the conservation goals for the Existing Core A, nor result in issues regarding fragmentation
Habitat Management Unit	The Project site is located within the River Habitat Management Unit (HMU). The Project site is located adjacent to MSHCP Conserved Lands. The Project was required to complete the Joint Project Review (JPR) process.	Consistent The JPR Findings state that the development of the Project would not impede the conservation goals for the Existing Core A, nor result in issues regarding fragmentation
MSHCP Conservation Areas	The Project site is not located within a MSHCP Conservation Area.	Consistent The JPR Findings and GBA determined that the Project site was adjacent to existing or proposed conservation areas, however, was not located within a conservation area.
Public/Quasi Public (PQP) Conservation Land	The Project site is not located within PQP Conservation Land.	Consistent The Project site is not located within PQP Conservation Land.
Narrow Endemic Plants (<i>MSHCP Section 6.1.3</i>)	The Project site is located within the NEPSSA for San Diego ambrosia, San Miguel savory., and Brand's phacelia.	Consistent The GBA and Focused NEP Survey determined that none of the species are present on the site.
Additional Species Surveys (including Burrowing Owl, Criteria Area Species, Amphibians, and Mammals) [<i>MSHCP Section 6.3.2</i>]	The Project site is not located within the amphibian, Burrowing Owl, Mammal, Narrow Endemic Plant (NEP), Criteria Species or the Delhi sands flower-loving fly. However, the Project site is located in the Burrowing Owl and NEP survey areas. Focused	Consistent Surveys were conducted as part of the GBA. NEP were determined to not be on site and although no Burrowing Owl were found to be present MM-BIO-1 is required as there is a presence of potentially suitable habitat for Burrowing Owl.
Riparian/Riverine Resources (<i>MSHCP Section 6.1.2</i>)	Riparian/riverine resources are present within the Project Site. The GBA found that the Project site contains approximately 0.2 acre of riparian/riverine resources within the southern portion of the site.	Consistent The Project is avoiding 0.3 acre of area that includes the 0.2-acre riparian/riverine habitat and 0.1 acre of disturbed non-native vegetation. MM-BIO-3 is required.

MSHCP Element/Requirements	Project Site Status	Consistency
Vernal Pools (<i>MSHCP Section 6.1.2</i>)	No vernal pools, swales, or vernal pool mimics such as ditches, borrow pits, cattle troughs, or cement culverts with signs of pooling water were found on the site.	Consistent No vernal pools, swales, or vernal pool mimics such as ditches, borrow pits, cattle troughs, or cement culverts with signs of pooling water were found on the site, therefore no indirect impacts to vernal pools are anticipated.
Fairy Shrimp (<i>MSHCP Section 6.1.2</i>)	Three species are covered by the MSHCP including the Riverside fairy shrimp (<i>Streptocephalus woottoni</i>), Santa Rosa Plateau fairy shrimp (<i>Linderiella santarosae</i>), and vernal pool fairy shrimp (<i>Branchinecta lynchi</i>). According to the MSHCP, vernal pool fairy shrimp habitat is limited to vernal pools and alkali vernal pools, and Santa Rosa Plateau fairy shrimp are limited to vernal pools formed on basalt flows.	Consistent No portion of the Project site is described as having an alkali complex or basalt flows. In addition, no vernal pools are considered to be present on the Project site and therefore Santa Rosa Plateau and vernal pool fairy shrimp are not either. No potential fairy shrimp habitat was detected and due to the lack of suitable habitat on the Project site, no impacts to fairy shrimp are anticipated.
Delhi-Sands flower-loving fly	Delhi Soil Series are not mapped within the Project site and therefore the site lacks suitable Delhi-Sands flower-loving fly habitat.	Consistent As the site lacks suitable habitat no impacts to Delhi-Sands flower-loving fly are anticipated.
Guidelines Pertaining to Urban/Wildlands Interface (<i>MSHCP Section 6.1.4</i>)	The Project site is located near a Conservation Area and as such MM-BIO-1 through MM-BIO-8 are required to preserve the integrity of the areas adjacent to the Project Site.	Consistent The Project site is located adjacent to existing or proposed Conservation Areas and as such MM-BIO-1 through MM-BIO-8 are required to preserve the integrity of the areas adjacent to the Project Site.

Level of Significance Before Mitigation

Potentially significant

Mitigation Measures

Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5 are required.

Level of Significance After Mitigation

Less than significant.

4.5 Cultural Resources

The analysis in this section is based in part on a technical report titled: *Cultural Resources Inventory and Assessment*, Dudek, dated December 2024, and is included as Appendix C.

Threshold 4.5 (a) Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?			✓	

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

- The project causes a substantial adverse change or materially alters a resource as described in CEQA Guidelines §15064.5(b).
- The project causes a substantial adverse change or materially alters a resource as identified in General Plan Table 4.1: Designated Historic Structures in Jurupa Valley as amended from time to time.

Plans, Policies, and Programs (PPPs)

There are no PPPs that are related to historical resources.

Project Design Features (PDFs)

There are no PDFs that are related to historical resources.

Impact Analysis

For purposes of CEQA, a historic resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4852). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important to prehistory or history.

As part of the Project-specific Cultural Resource Inventory and Evaluation Report, through a search of existing records, additional background research, and a pedestrian field survey, Dudek evaluated whether any historic resources exist at the Project site.

Historic Setting

The Project site is located in a general location associated with Native American occupation and/or use during prehistoric and protohistoric periods. It is also an area associated with historic Mexican period rancho activity, American period ranching and farming activity, and, more recently, industrial and manufacturing activity.

Research and Conclusions

A record search for the Project area was conducted on January 16, 2024 by Dudek at the University of California, Riverside, Eastern Information Center, Riverside, and a supplemental search at the SCCIC located on the campus of California State University, Fullerton. This search included a review of all recorded historic and prehistoric archaeological sites within a one-mile radius of the Project site. In addition, the California Points of Historical Interest (PHI), the listing of California Historical Landmarks (CHL), the California Register of Historic Resources Inventory (HRI) were checked. Historic maps were also reviewed.

The California Historical Resources Information System (CHRIS) Eastern Information Center (EIC) records search determined that 40 previous surveys were completed within a one-mile radius of the Project Site. The EIC records search and literature review revealed no cultural resources recorded the Project Area. The EIC records search results indicate that 33 cultural resources have been previously recorded within one mile of the Project area in Riverside County (Table 2 of the Cultural Resources Inventory and Assessment, Appendix C). Of these resources, all are historic, and the vast majority (31) are built environment resources associated with the development of the Jurupa Valley and Riverside areas over the first half of the twentieth century. None of the resources are located within the Project area.

The SCCIC records search results indicate that an additional 39 previous cultural resources technical studies have been conducted within one mile of the Project area between 1973 and 2013 in San Bernardino County. Of the 39 previous studies, none intersect with the Project area. The SCCIC records search results indicate that two additional cultural resources have been previously recorded within one mile of the Project area in San Bernardino County (Table 3 of the Cultural Resources Inventory and Assessment, Appendix C). Of these resources, both are historic-era built environment resources. None of the resources are located within the Project area.

None of the recorded resources will be impacted by the proposed Project. In addition, research failed to identify any National Register of Historic Places properties; no California State Landmarks; no California Register of Historical Resources; nor any California Points of Historical Interest in the immediate vicinity of the Project site.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.5 (b) Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?		✓		

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters a "historic" or "unique" archaeological resource pursuant to CEQA Guidelines §15064.5(c).*

Plans, Policies, and Programs

There are no PPPs that are related to archaeological resources.

Project Design Features

There are no PDFs that are related to archaeological resources.

Impact Analysis

Archaeological Setting

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. The Cultural Resources Inventory and Assessment (Appendix C) found that there exists a moderate potential for buried precontact archaeological resources due to Holocene alluvium present within the Project site.

Research and Conclusions

A standard archaeological records check was completed through the University of California, Riverside, Eastern Information Center. This research was designed to compile data on previous studies, the identification of nearby architectural resources, and to place the Project site in a context for assessing the sensitivity of the Project site to yield evidence of archaeological resources.

The intensive survey of the property conducted as part of the Cultural Resources Inventory and Assessment failed to yield any evidence of prehistoric archaeological resources. The survey however identified one historic-era archaeological resource located within the northeastern portion of the Project area. This resource, given the temporary field identification FD-DF-S-001, consists of a three-walled cinder block foundation, constructed in a "U" shape with an opening to the east. No other cultural resources were identified during the pedestrian survey of the Project area.

FD-DF-S-001 consists of a three-walled cinder block foundation constructed in a "U" shape, open to the east. The walls are composed of cinder blocks with concrete fill. No visible strapping, diagnostic markers, engravings, or associated hardware were observed. The foundation walls exhibit multiple large cracks, and several displaced cinder blocks were observed approximately 1

to 2 meters east of the structure. Fragments of milled lumber and burned wood are scattered throughout the immediate vicinity.

FD-DF-S-001 is characterized as the remains of a three-walled cinder block foundation. Archival research conducted by Dudek indicates the foundation likely supported an ancillary structure constructed circa 1959, associated with a larger historic-era homestead located northwest of the Project area and dating to approximately 1938. The resource lacks defining or diagnostic architectural features, and its materials and construction methods are not representative of a distinctive style or specific historic period.

Four Shovel Test Pits (STPs) were excavated adjacent to and within the vicinity of the feature to investigate the subsurface extent of the foundation and to better understand if there are any associated subsurface deposits. No significant deposits were found as a result of the STPs.

Because the superstructure formerly supported by the foundation has been removed, FD-DF-S-001 lacks integrity, which is an essential component of a resource's significance. It is unlikely that FD-DF-S-001 is associated with events that have made a significant contribution to the broad patterns of California history and cultural heritage (Criterion 1). Additionally, there is no evidence that FD-DF-S-001 is associated with the lives of persons important in our past (Criterion 2).

FD-DF-S-001 does not retain intact features or components that reflect individual distinction. Foundations of this type and material are common throughout California and do not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values (Criterion 3).

Furthermore, the artifact assemblage recovered during subsurface investigations is sparse and non-diagnostic. Field investigations did not yield sufficient information to establish the site's precise chronological placement or function, and it is unlikely that additional subsurface investigation would produce information important to the history of the state or region. Therefore, FD-DF-S-001 does not appear to have the potential to yield important information (Criterion 4).

In conclusion, Dudek recommends that FD-DF-S-001 is not significant under CEQA, does not qualify as a unique archaeological resource under CEQA, and is not eligible for listing in the California Register of Historical Resources (CRHR).

While there is always a potential for buried resources, the potential is relatively low and, with no evidence of bedrock outcroppings and the extensive anthropogenic disturbances conducted, it is unlikely buried resources will be identified within the Project site. However, since the area is still considered slightly sensitive (resources have been recorded within one mile), should any evidence of prehistoric archaeological resources be encountered during grading activities, the following mitigation measures (MM) CR-1: Archaeological Monitoring, CR-2: Archaeological & Cultural Management/Treatment Plan, and CR-3 Final Report are required.

Level of Significance Before Mitigation

Potentially Significant

Mitigation Measures

Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan: findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department and the South Coast Information Center.

Note: The Eastern Information Center (EIC) ceased operations on June 28, 2024, with all records for Riverside County being transferred to the South Coastal Information Center.

MM-CR-1: Archaeological Monitoring. Prior to commencement of any ground disturbing activities, which shall include but are not limited to demolition, pavement removal, potholing, auguring, grubbing, tree and vegetation removal, grading, excavation, and trenching the Applicant shall provide evidence to the City of Jurupa Valley Community Development Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resource Consultant List maintained by the County of Riverside Planning Department, has been contracted to implement Archaeological Monitoring for the area of impact for the Project. Monitoring shall be conducted in coordination with the Consulting Tribe(s), defined as a Tribe that initiated the tribal consultation process for the Project as provided for in Public Resources Code §21080.3.1(b) (“AB52”) and has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City. Monitoring shall address the details of all ground-disturbing activities and provide procedures that must be followed to avoid or reduce potential impacts on cultural, archaeological, and tribal cultural resources to a level that is less than significant.

A fully executed copy of the Archaeological Monitoring Agreement shall be provided to the City of Jurupa Valley Planning Department prior to commencement of any ground disturbing activities, which shall include but are not limited to demolition, pavement removal, potholing, auguring, grubbing, tree and vegetation removal, grading, excavation, and trenching to ensure compliance with this measure. If the resource is significant, Mitigation Measure CR-2 shall apply.

MM-CR-2: Archaeological & Cultural Management/Treatment Plan. The Project Archaeologist shall prepare and implement a treatment plan to protect the identified archaeological and cultural resources from damage and destruction. The treatment plan shall be per CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code § 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementing archaeological data recovery excavations to remove the resource and subsequent laboratory processing and analysis. To address the treatment for items of Native American Cultural Patrimony, or Tribal Cultural Resources, the Treatment Plan shall be developed in coordination with the Consulting Native American Tribe(s), as described in Mitigation Measure **TCR-1 through TCR-3** of the Initial Study/Mitigated Negative Declaration for MA23090 and subject to final approval by the City.

MM-CR-3: Cultural Resources Final Report. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Community Development Department and the California Historical Resources Information System. If a historic tribal cultural resource is involved, a copy shall be provided to

the Consulting Native American Tribe(s) as described in Mitigation Measures **TCR-1 through TCR-3** of the Initial Study/Mitigated Negative Declaration for MA23090.

Level of Significance After Mitigation

Less than significant.

Threshold 4.5 (c) Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project disturbs any human remains, including those interred outside of formal cemeteries.*

Impact Analysis

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to disturbing human remains. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.5-1 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to human remains.

Impact Analysis

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate site vicinity. If human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

4.6 Energy

The following analysis is based in part on the following technical reports:

Air Quality, Greenhouse Gas, and Energy Technical Report, DUDEK, March 2026, included as Appendix A.

Threshold 4.6 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	

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

- Does not meet state or federal energy standards.
- Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.
- Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- Does not include features that encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.

Plans, Policies, and Programs (PPPs)

The following include existing regulatory requirements such as plans, policies, or programs, based on federal, state, or local law, including existing City of Jurupa Valley municipal codes, that are applied to the Project to reduce energy use or waste. These requirements are also included in the Project's MMRP to ensure compliance.

- PPP 4.6-1** The Project would comply with the California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). CALGreen is updated on a three-year cycle; the latest 2022 CALGreen became effective January 1, 2023.
- PPP 4.6-2** Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.
- PPP 4.6-3** Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).
- PPP 4.6-4** The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, normally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee, shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have an at least 15 percent (of total area after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.
- PPP 4.6-5** The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee, shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
 - Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.
 - Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
 - Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with § 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.

PPP 4.6-6 The Project shall implement sustainable construction and technology concepts (City of Jurupa Valley, 2022).

- Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.
- Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures.
- Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.

Project Design Features (PDFs)

No project design features pertain to energy resources impacts.

Impact Analysis

Construction Energy Analysis

Construction of the Project would require the use of fuel and electric powered equipment and vehicles for construction activities. The majority of activities would use fuel powered equipment and vehicles that would consume gasoline or diesel fuel. Heavy construction equipment (e.g., dozers, graders, backhoes, dump trucks) would be diesel powered, while smaller construction vehicles, such as pick-up trucks and personal vehicles used by workers would be gasoline powered. The majority of electricity use would be from the use of power tools. The anticipated construction schedule assumes the Project would be built in approximately 14 months. The consumption of energy would be temporary in nature and would not represent a significant demand on available supplies. There are no unusual characteristics that would necessitate the use of fuel or electricity that would be less energy efficient than at comparable construction sites in the region or State.

Starting in 2014, the California Air Resources Board (CARB) adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards as fuel efficiencies gradually rise. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

In addition, as required by state law¹⁶, idling times of construction vehicles is limited to no more than five minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Equipment

¹⁶ California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling.

employed in construction of the Project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Operation Energy Analysis

Energy consumption in support of or related to Project operations would include transportation energy demands and operational energy demands.

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. The Project will result in 3,651,248 annual VMT¹⁷ and an estimated annual fuel consumption of 274,957 gallons of fuel.¹⁸

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operational Energy Demands

Occupancy of the project would result in the consumption of natural gas and electricity. Energy demands are estimated using CalEEMod for General Heavy Industry and Unrefrigerated Warehouse – No Rail, at 2,188,253.64 kBTU/year of natural gas and 551,736.81 kWh/year of electricity.¹⁹ Natural gas would be supplied to the Project by SoCalGas, and electricity would be supplied by Southern California Edison (SCE). The Project proposes self-storage facility and does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other similar land use projects of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

In summary, as supported by the analysis from the Air Quality, Greenhouse Gas Emissions, and Energy Technical Report (Appendix A) and summarized here, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources.

Level of Significance Before Mitigation

Less than significant.

¹⁷ Appendix A, Air Quality, Greenhouse Gas, and Energy Technical Report.

¹⁸ Appendix A, Air Quality, Greenhouse Gas, and Energy Technical Report

¹⁹ Appendix A, Air Quality, Greenhouse Gas, and Energy Technical Report

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.6(b). Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

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

- Does not meet the requirements of Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code.
- Does not meet the following General Plan Policies (if applicable):
 - COS 5.1 - Best Available Practices.
 - COS 5.5- Energy Efficiency and Green Building
 - COS 5.8- Reduce "Heat Island" Effect

Plans, Policies, and Programs (PPPs)

PPPs 4.6-1 through 4.6-6, set forth in Threshold 4.6 (a) above, also apply to project conformance with renewable energy and energy efficiency plans.

Project Design Features (PDFs)

There are no PDFs concerning VMT.

Impact Analysis

The California Energy Commission provides oversight for the preparation of rules and regulations for the conservation of energy such as Appliance Energy Efficiency, Building Energy Efficiency, Energy Supplier Reporting, and State Energy Management. The regulations directly applicable to the Project are *Building Energy Efficiency Standards*, Title 24, Part 6, and *CALGreen* Title 24, Part 11. These regulations include, but are not limited to, the use of energy efficient heating and cooling systems, water conserving plumbing, and water-efficient irrigation systems.

The Project would be required to comply with City, State and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT while increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design of the Project. Further, the Project will comply with the CALGreen code. This would be accomplished through

implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, and through the provision of EV charging station infrastructure. The Project also reduces vehicle fuel usage due to compliance with State regulatory programs. Executive Order S-01-07, that went into effect in 2010, required a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Advanced Clean Cars program, introduced in 2012, combines the control of smog and soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. Advanced Clean Cars II requirements extend beyond 2030.

Therefore, impacts to obstructing a State or local plan for renewable energy or energy efficiency during construction or operation would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

4.7 Geology And Soils

Note: There are no Alquist-Priolo earthquake fault zones located in Jurupa Valley, therefore, this topic is not addressed in the Initial Study.

The following analysis is based in part on the following reports:

Report of Geotechnical Engineering Investigation. Proposed Industrial Warehouse Building and Associated Structures, Environmental Geotechnology Laboratory, Inc., October 31, 2022, included as Appendix D.

Drainage Report, Cannon Corporation, April 15, 2025, included as Appendix E.

Threshold 4.7(a1). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Strong seismic ground shaking?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project site is not located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map it is presumed to have a less than significant impact with mandatory compliance with the California Building Code absent substantial evidence to the contrary.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to seismic ground shaking. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.7-1** As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the *California Building Code* which requires the Project to comply with the approved recommended seismic design requirements contained in the Project Specific Geotechnical Evaluation, and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.

Project Design Features (PDFs)

There are no PDFs that are related to geology and soils impacts.

Impact Analysis

The Project site is in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. The project site is not located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones of Required Investigations Map.²⁰ it is presumed to have a less than significant impact with mandatory compliance with the California Building Code. The Project would be required to conduct site preparation and grading, as well as construct the proposed structures in accordance with the approved recommendations included in the *Report of Geotechnical Engineering Investigation* prepared for the Project. As a mandatory condition of Project approval, the Project would be required to adhere to the requirements stated in **PPP 4.7-1**, to ensure impacts are less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

²⁰ State of California Department of Conservation, Earthquake Zones of Required Investigation: <https://maps.conservation.ca.gov/cgs/eqzapp/app/>

Threshold 4.7(a2). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Seismic-related ground failure, including liquefaction?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is located within an area susceptible to liquefaction as shown on General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction or based on a project specific geotechnical report.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to seismic ground shaking. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

PPP 4.7-1 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

According to General Plan²¹ the Project site has a moderate to very high potential for liquefaction with the northern parcels in the moderate zone and the southern portions of the parcels along the Santa Ana River in the very high zone. According to the *Report of Geotechnical Engineering Investigation* groundwater is expected at a depth below 50 ft below ground surface (bgs).

The *Report of Geotechnical Engineering Investigation Evaluation* determined that the existing onsite sandy soils will not liquefy under the design earthquake events. The evaluation and calculations further found that due to the historic groundwater table at greater than 50-feet bgs. and high blow counts of the earth material during the Standard Penetration Test (SPT) for boring B-1, liquefaction is not expected to occur on the Project site.²²

Per **PPP 4.71-** as a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the recommendations included in the *Report of Geotechnical Engineering Investigation Evaluation* prepared for the Project.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

²¹ City of Jurupa Valley, General Plan Safety Element, *Figure 8-5: Liquefaction Susceptibility in Jurupa Valley*.

²² *Report of Geotechnical Engineering Investigation*, p. 5.

Level of Significance After Mitigation

Less than significant.

Threshold 4.7(a3). Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Landslides?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project is not located within the High or Very High zone per General Plan Figure 8-8: Landslide Susceptibility in Jurupa Valley, it is presumed to have no impact absent substantial evidence to the contrary.*

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts regarding landslides. These requirements are included in the Project's MMRP to ensure compliance:

PPPs 4.7-1 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

The Project site is not located within a Landslide Susceptibility Area according to General Plan Figure 8-8: *Landslide susceptibility in Jurupa Valley*. Evidence of landslides or slope instabilities at this site was not observed on the site during the geotechnical investigation. (Appendix D) The geotechnical investigation concluded that, *"potential for landsliding is often suggested in areas of moderate to steep terrain that is underlain by weak or un-favorably oriented geological conditions. Neither of these conditions exists at the site. Due to the relatively flat nature of the site, it is our opinion that the potential for landslide is remote"*. Therefore, the risk of seismically induced landsliding to affect the proposed development is not anticipated.

Per **PPP 4.71-** as a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the recommendations included in the geotechnical investigation prepared for the Project.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.7(b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in substantial soil erosion or the loss of topsoil?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts regarding soils erosion and loss of topsoil. These requirements are included in the Project's MMRP to ensure compliance:

PPPs 4.7-1 shall apply.

PPP 4.7-2 Prepare and Implement Stormwater Pollution Prevention Plan. As required by Municipal Code Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, prior to grading permit issuance, the Project Proponent shall prepare a Stormwater Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Jurupa Valley staff or their designee to confirm compliance.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis**Construction**

Grading and construction activities would expose and loosen topsoil, which could be eroded by wind or water. The Municipal Code requires the preparation of a Stormwater Pollution Prevention Plan to address site-specific conditions related to these activities²³. The plan will identify potential sources of erosion and sedimentation loss of topsoil during construction, and identify erosion control measures to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding.

Through compliance with the Municipal Code, construction impacts related to erosion and loss of topsoil would be less than significant.

²³ City of Jurupa Valley, Municipal Code, Chapter 6.05.010, *Storm Water/Urban Runoff Management and Discharge Controls*.

Operation

The proposed Project includes installation of landscaping, paving, curb and guttering throughout the Project site and areas of loose topsoil that could erode by wind or water would not exist upon operation of the Project. The Project's existing site slopes from the northwest to the southeast, the surface being composed of compacted gravel and bare earth. The existing drainage pattern is being preserved with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries. With the site remaining hydraulically/hydrologically like the existing conditions due to detainment of overall runoff.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.7(c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on a geologic unit or soil that is unstable, or that would become unstable because of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if:
The project is located with the following areas:

- General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley.
- General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley.
- An area susceptible to subsidence as identified in the Parcel Report available on the Riverside County Map My County website

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to an unstable geologic unit. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.7-1 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

Landslides, lateral spreading, subsidence, liquefaction, and collapse as a result of an earthquake are largely dependent on the underlying geologic conditions (e.g., bedrock, type of soil, and the depth of the water table). The site is composed of artificial fill material and cementitious slope fill materials which are considered undocumented fill. Underlying the fill materials are older alluvial fan deposits consisting of silts, sands, and clays with gravel with bedrock. The water table is at a depth greater than 50 feet bgs.

Landslides: The *Report of Geotechnical Engineering Investigation Evaluation* (Appendix D) for the Project site states that the proposed development is in an area of relatively flat terrain and a significant distance from any up-gradient steep slopes, and no landslides have been mapped in the immediate. Thus, the potential for landslides is considered negligible for design purposes.

Lateral Spreading: When subsurface sand layers lose strength because of liquefaction, lateral spreading can occur in overlying sediments allowing them to move down even the gentlest slopes. The potential for and magnitude of lateral spreading is dependent upon many conditions, including the presence of a relatively thick, continuous, potentially liquefiable sand layer and high slopes. Subsurface information obtained for the *Report of Geotechnical Engineering Investigation Evaluation* concluded that due to the depth of groundwater and limited lateral nature of potentially liquefiable soils, the potential for lateral spreading is considered remote.

Subsidence/Collapse: Land subsidence can occur in various ways during an earthquake. Large areas of land can subside drastically during an earthquake because of offset along fault lines. Land subsidence can also occur as a result of settling and compacting of unconsolidated sediment from the shaking of an earthquake. Cohesive soils such as clay and silt are particularly likely to cause subsidence since they shrink and swell depending on their moisture content. According to the USGS Land Subsidence in California Map, the Project site is not located in an area where subsidence has occurred.²⁴

Liquefaction: As noted in the response to Threshold 4.7 (a2), according to General Plan²⁵ the Project site has a moderate to very high potential for liquefaction. The *Report of Geotechnical Engineering Investigation Evaluation* for the Project found that Groundwater is expected at a depth greater than 50-ft bgs. The *Report of Geotechnical Engineering Investigation Evaluation* that the evaluation and calculations found that due to the historic groundwater table at greater than 50-feet bgs. and high blow counts of the earth material during the Standard Penetration Test (SPT) for boring B-1, liquefaction is not expected to occur on the Project site.²⁶

As a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the

²⁴ USGS Land Subsidence in California: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html Accessed February 2026.

²⁵ City of Jurupa Valley, General Plan Safety Element, *Figure 8-5: Liquefaction Susceptibility in Jurupa Valley*.

²⁶ *Report of Geotechnical Engineering Investigation*, p. 5.

approved recommendations included in the *Report of Geotechnical Engineering Investigation* prepared for the Project. (Appendix D).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.7(d) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project site is located on soil that has an EI Expansion Potential >91 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

Plans, Policies, and Programs

The following apply to the Project and would reduce impacts relating to expansive soils. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.7-1 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade.

The expansion index, *EI*, value is used by engineers and other professionals as an indicator of the soil's swelling potential. According to American Society for Testing & Materials (ASTM) Standard D4829, soil having an expansion potential of greater than 91 is considered to be expansive soil. Based on *Report of Geotechnical Engineering Investigation Evaluation* any in the event that expansive soils are encountered during grading the materials should be removed and replaced

with sandy import material with an Expansion Index $EI=20$ which is less than an Expansion Index of greater than 91. As such, risks from expansive soils are considered to be low. Notwithstanding, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in the *Report of Geotechnical Engineering Investigation* prepared for the project (Appendix D).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than significant.

Threshold 4.7(e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project's proposed septic tanks or alternative wastewater disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

Plans, Policies, and Programs

No PPPs are relevant to the Project's impacts regarding alternative wastewater disposal systems.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

The Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project would install domestic sewer infrastructure and connect to the Rubidoux Community Service District's existing sewer conveyance and treatment system.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Threshold 4.7(f) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	

Significance Threshold (Paleontology): Under the City's local significance threshold, the project would have significant effects if: The project is identified as "HIGH SENSITIVITY (HIGH A) for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

Significance Threshold (Unique Geologic Feature): Under the City's local significance threshold, the project would have significant effects if: A geologic feature is unique if it is a geologic formation that is exclusive locally or regionally. There are no unique geologic features identified in the General Plan.

NOTE: Unique geologic features in this document are those that are unique to the field of geology. There are no unique geologic features identified in the General Plan

Plans, Policies, and Programs

No PPPs are relevant to the Project's impacts regarding paleontological and unique geological features.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to geology and soils.

Impact Analysis

General Plan Figure 4-18- Paleontological Sensitivity, indicates that the site has a Low sensitivity (L) designation for finding paleontological resources²⁷. The Riverside County Map My County website indicates that all 4 parcels have a "Low Potential (L)" for paleontological sensitivity. Therefore, the Project's impact on unique paleontological resources is less than significant.

Unique Geologic Feature

The Project site is relatively flat and does not contain rock outcroppings or other geological features associated with a scenic view or topographic features that resemble an object or person. Additionally, the City's General Plan does not identify any unique geological features. As such, the Project does not contain a geologic feature that is unique or exclusive locally or regionally.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation is not required.

²⁷ City of Jurupa Valley, General Plan, *Conservation and Open Space Element, Figure 4-18, Paleontological Sensitivity*

Level of Significance After Mitigation

Less than significant.

4.8 Greenhouse Gas Emissions

The following analysis is based in part on the *Air Quality, Greenhouse Gas Emissions, and Energy Technical Report*, DUDEK, dated March 2026, included as Appendix A.

Threshold 4.8 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project exceeds the thresholds per General Plan Policy below:

AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds (3,000 Metric Tons CO₂ equivalent per year (MTCO₂e/year)) to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

Plans, Policies, and Programs (PPPs)

The following apply to the Project and would reduce impacts relating to greenhouse gas emissions. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.8-1 Prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with the most recently adopted edition of the applicable California Energy Code, (Part 6 of Title 24 of the California Code of Regulations) and the California Green Building Standards Code, 2019 Edition (Part 11 of Title 24 of the California Code of Regulations).

PPP 4.8-2 As required by Municipal Code Section 9.283.010, *Water Efficient Landscape Design Requirements*, prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.

Project Design Features (PDFs)

There are no PDFs that are related to greenhouse gas emissions impacts.

Impact Analysis

No single land use project could generate enough greenhouse gas (GHG) emissions to noticeably change the global average temperature. Cumulative GHG emissions, however, contribute to global climate change and its significant adverse environmental impacts. Thus, the primary goal in adopting GHG significance thresholds, analytical methodologies, and mitigation measures is to

ensure new land use development provides its fair share of the GHG reductions needed to address cumulative environmental impacts from those emissions.

Thresholds of Significance

A final numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not been established by the South Coast Air Quality Management District. General Plan Policy AQ 9.5 requires the City to utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP). The City has determined that the SCAQMD's draft threshold of 3,000 MTCO₂e per year is appropriate for industrial and manufacturing land use development projects. The 3,000 MTCO₂e threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3.

A summary of the projected unmitigated annual greenhouse gas emissions, including amortized construction-related emissions associated with the development of the Project is provided in Table 4.8-1.

Table 4.8-1: Annual Greenhouse Gas Emissions - Unmitigated

Emission Source	Total Emissions (MTCO₂e per year)
Annual construction-related emissions amortized over 30 years	14.97
Area Source	1.66
Energy Source	316.54
Mobile Source	2,313.65
Waste	31.55
Water Usage	48.87
Refrigeration	3.51
Offroad (forklifts, excavator)	331.94
Total CO₂e (All Sources)	3,062.70
Screening Threshold (CO₂e)	3,000
Threshold Exceeded	YES

Source: Air Quality, Greenhouse Gas, and Energy Technical Report Tables 3-2 and 3-3 (Appendix A).

As shown on Table 4.8-1, the Project has the potential to generate a total unmitigated emission of approximately 3,062.70 MTCO₂e per year. As such, the Project would exceed the City's screening threshold of 3,000 MTCO₂e without mitigation.

A summary of the projected unmitigated annual greenhouse gas emissions, including amortized construction-related emissions associated with the development of the Project is provided in Table 4.8-2.

Table 4.8-2: Annual Greenhouse Gas Emissions - Mitigated

Emission Source	Total Emissions (MTCO ₂ e per year)
Annual construction-related emissions amortized over 30 years	14.61
Area Source	1.66
Energy Source	377.30
Mobile Source	2,313.65
Waste	31.55
Water Usage	48.87
Refrigeration	3.51
Offroad (forklifts, excavator)	33.52
Total CO₂e (All Sources)	2,824.68
Screening Threshold (CO₂e)	3,000
Threshold Exceeded	NO

Source: Air Quality, Greenhouse Gas, and Energy Technical Report Table 3-4 (Appendix A).

As shown in Table 3-4, the estimated annual project generated GHG emissions would be approximately 2,810.06 MT CO₂e per year; with amortized construction emissions of approximately 14.61 MT CO₂e per year, total project emissions would be approximately 2,824.68 MT CO₂e per year, which would be less than the 3,000 MT CO₂e SCAQMD GHG screening threshold. With mitigation the project's GHG emissions would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

MM-GHG-1: Provision of Electrical Infrastructure and Use of Electrical Construction Equipment.

The Project Applicant, or successor in interest, shall implement the following measures to reduce greenhouse gas emissions associated on-site construction activities:

- a) Temporary Electrical Infrastructure.** No later than the completion of the rough grading phase of Project construction, the Project Applicant or successor in interest shall install and maintain temporary electrical connections to the utility power grid sufficient to supply power to contractors' electric construction tools and equipment (including, but not limited to, saws, drills, and air compressors). Such temporary electrical service shall

remain available and operational throughout all subsequent phases of construction on the Project site.

b) Prohibition on Diesel-Fueled Generators (On-Site). The use of diesel-fueled generators for on-site construction activities is prohibited, except where the Project Applicant demonstrates, in writing to the Lead Agency, that temporary electrical infrastructure is not yet physically available or operationally feasible at a specific location on the Project site. Any such exception shall be documented and retained in Project records available for inspection upon request.

c) Electric-Powered Small Off-Road Equipment. All off-road construction equipment with a rated power output below 19 kilowatts — including, but not limited to, plate compactors and pressure washers — used during any phase of on-site Project construction shall be zero-emission electric-powered. Diesel- or gasoline-powered equipment in this power class shall not be permitted on-site unless the Project Applicant provides written documentation to the Lead Agency that electric-powered alternatives are not commercially available for the specific equipment type required.

d) Contract Requirements. Prior to commencement of each phase of construction, the Project Applicant or successor in interest shall incorporate the requirements of this Mitigation Measure into all applicable bid documents, purchase orders, and executed contracts with construction contractors and subcontractors. Copies of relevant contract provisions demonstrating compliance shall be retained and made available to the Lead Agency upon request.

e) Verification. The Project Applicant or successor in interest shall submit written verification of compliance with this Mitigation Measure to the Lead Agency prior to the issuance of each building permit and upon request during construction. Verification shall include, at minimum, documentation of electrical infrastructure installation, equipment inventories, and contractor contract provisions.

MM-GHG-2: Construction Equipment Idling Restrictions.

The Project Applicant, or successor in interest, shall implement the following idling restrictions for all heavy construction equipment operated during any phase of Project construction to reduce greenhouse gas and criteria pollutant emissions:

a) Idling Time Limit. The idling of any heavy construction equipment engine shall be prohibited for periods exceeding five (5) consecutive minutes, consistent with California Air Resources Board (CARB) and applicable Air District idling regulations. For purposes of this Mitigation Measure, "idling" means the operation of a vehicle or equipment engine while the vehicle or equipment is not in motion and not performing active work functions (e.g., operating a hydraulic attachment, loading, or grading).

b) Daily Engine Operation Limit. No heavy construction equipment shall remain in the "on" or "engine running" position for more than eight (8) cumulative hours within any single calendar day, except where required by safety protocols, equipment warm-up specifications established by the equipment manufacturer, or as otherwise required by

law. Any such exception shall be documented in the daily construction log maintained pursuant to subsection (f) below.

c) Signage Requirements. Prior to commencement of ground disturbance and throughout all phases of construction, the Project Applicant or successor in interest shall post clearly legible signage at all construction site access/egress points and at intervals throughout the active construction area, notifying all construction personnel and equipment operators of the five (5)-minute idling limit and the eight (8)-hour daily engine operation limit. Signage shall be posted in English and Spanish at minimum and shall remain posted and legible for the duration of construction activities.

d) Contract and Specification Requirements. Prior to the commencement of each phase of construction, the Project Applicant or successor in interest shall incorporate the idling restrictions set forth in this Mitigation Measure into all applicable construction specifications, bid documents, purchase orders, and executed contracts with construction contractors and subcontractors. Such contract provisions shall designate a responsible party (e.g., construction manager or site supervisor) accountable for monitoring and enforcing compliance with this measure on-site. Copies of relevant contract provisions shall be retained and made available to the Lead Agency upon request.

e) Operator Training. Prior to the commencement of construction activities, all equipment operators and on-site supervisory personnel shall be informed in writing of the idling restrictions required by this Mitigation Measure. Documentation of such notification (e.g., signed acknowledgment forms) shall be retained in Project records and made available to the Lead Agency upon request.

f) Recordkeeping. The Project Applicant or successor in interest shall ensure that the designated on-site construction manager or supervisor maintains a daily construction log documenting any instances in which equipment idling or engine operation exceeded the limits established in subsections (a) and (b), the reason for the exceedance, and any corrective action taken. Daily logs shall be retained for the duration of the construction phase and made available to the Lead Agency upon request.

g) Verification. The Project Applicant or successor in interest shall submit written verification of compliance with this Mitigation Measure to the Lead Agency upon request during construction and prior to the issuance of any certificate of occupancy. Verification shall include, at minimum, copies of posted signage documentation, contractor contract provisions, operator notification records, and daily construction logs.

MM-GHG-3: Truck Idling Restrictions and Anti-Idling Signage.

The Project Applicant, or successor in interest, shall implement the following measures to reduce greenhouse gas and criteria pollutant emissions associated with truck operations at the Project site:

a) Signage Requirements. Prior to the issuance of any certificate of occupancy, the Project Applicant or successor in interest shall install and maintain legible, durable, and weather-

resistant signage at all truck access gates, loading docks, and designated truck parking areas on the Project site. Such signage shall, at minimum, include the following information:

- A statement that California Air Resources Board (CARB) anti-idling regulations apply at this facility;
- Instructions directing truck drivers to shut off engines when not in use;
- Instructions directing operators of diesel-powered trucks to restrict idling to no more than five (5) consecutive minutes once the vehicle is stopped, the transmission is placed in "neutral" or "park," and the parking brake is engaged, consistent with California Health & Safety Code Section 43806 and applicable CARB regulations;
- The name and telephone number of the on-site building facilities manager or designated compliance contact; and
- The CARB complaint hotline telephone number for reporting observed violations.

All signage shall be posted in English and Spanish at minimum, shall remain legible and intact for the operational life of the Project, and shall be replaced promptly if damaged, defaced, or rendered illegible.

b) Pre-Occupancy Site Inspection. Prior to the issuance of any certificate of occupancy, the City or its designee shall conduct a site inspection to verify that all required signage has been installed in compliance with subsection (a) above. Issuance of a certificate of occupancy shall be conditioned upon confirmation of satisfactory signage installation. Documentation of the inspection, including the date, inspector name, and findings, shall be retained in Project records.

c) Ongoing Maintenance and Compliance. The property owner or building manager, or successor in interest, shall be responsible for ensuring that all required signage remains posted, legible, and current throughout the operational life of the Project. If CARB contact information or applicable regulatory references change, signage shall be updated within thirty (30) calendar days of such change.

d) Tenant and Operator Notification. The property owner or building manager shall incorporate anti-idling requirements consistent with this Mitigation Measure into all applicable lease agreements, operating agreements, and contracts with tenants, logistics operators, and trucking contractors operating at the Project site. Copies of relevant lease and contract provisions shall be retained and made available to the Lead Agency upon request.

MM-GHG-4: Zero-Emission Off-Road Equipment Requirements.

The Project Applicant, property owner, building manager, or successor in interest shall implement the following measures to reduce greenhouse gas and criteria pollutant emissions associated with off-road equipment operations at the Project site:

a) Zero-Emission Equipment Requirement. Except as provided in subsection (b) below, all off-road equipment operated on the Project site — including, but not limited to, yard trucks, hostlers, yard goats, pallet jacks, forklifts, and reach forklifts — shall be zero-emission (ZE) equipment. For purposes of this Mitigation Measure, "zero-emission equipment" means equipment that produces no direct exhaust emissions during

operation, including but not limited to battery-electric and fuel-cell-electric powered equipment, consistent with applicable CARB definitions.

b) Limited Exception for Diesel Excavators. Notwithstanding subsection (a), up to two (2) diesel-powered excavators may be operated on the Project site where the Project Applicant or property owner demonstrates, in writing to the Lead Agency, that zero-emission excavator alternatives of equivalent capability are not commercially available or operationally feasible for the specific work required. This exception shall be documented in writing and retained in Project records available for inspection upon request. As zero-emission excavator alternatives become commercially available and operationally feasible, the Project Applicant or property owner shall transition to zero-emission excavators and shall retire or remove the diesel excavators from Project site operations.

c) Zero-Emission Support Infrastructure. Prior to the commencement of operations requiring zero-emission equipment pursuant to subsection (a), the Project Applicant or successor in interest shall install and maintain adequate zero-emission support infrastructure — including, but not limited to, electric vehicle charging stations, battery swap stations, or hydrogen fueling infrastructure, as applicable — sufficient to ensure the continuous operational feasibility of all required zero-emission equipment. Infrastructure shall be sized and maintained to support the full fleet of zero-emission equipment required by this Mitigation Measure without operational downtime attributable to inadequate charging or fueling capacity.

d) Ongoing Compliance Responsibility. The property owner, building manager, or successor in interest shall be responsible for implementing, monitoring, and maintaining compliance with the zero-emission equipment requirements of this Mitigation Measure throughout the operational life of the Project. Responsibility for compliance shall transfer to any successor property owner or operator and shall be documented in any transfer of ownership or operational agreements for the Project site.

e) Tenant and Operator Requirements. The property owner or building manager shall incorporate the zero-emission equipment requirements of this Mitigation Measure into all applicable lease agreements, operating agreements, and contracts with tenants and equipment operators conducting operations on the Project site. Copies of relevant lease and contract provisions shall be retained and made available to the Lead Agency upon request.

f) Recordkeeping and Verification. The property owner or building manager shall maintain an equipment inventory documenting all off-road equipment operated on the Project site, including equipment type, power source, and compliance status. This inventory shall be updated no less than annually and upon any change in equipment fleet composition and shall be made available to the Lead Agency upon request. The property owner or building manager shall submit written verification of compliance with this Mitigation Measure to the Lead Agency upon request.

Level of Significance After Mitigation

Less than significant.

Threshold 4.8 (b) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

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

- The Climate Change Scoping Plan first approved by the California Air Resources Board (CARB) in 2008 and updated every 5 years.
- Western Riverside County Council of Governments Subregional Climate Action Plan (WRCOG Subregional CAP).

Plans, Policies, and Programs

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

PPPs 4.8-1 and 4.8-2 shall apply.

Project Design Features

There are no PDFs that are related to reducing greenhouse gas emissions.

Impact Analysis

Determining a project's consistency with plans, policies or regulations adopted for the purpose of reducing greenhouse gas (GHG) emissions plans presents unique challenges because the impact is global and solutions require both global, federal, state, and local action. The following are the primary plans adopted at the State level that serve to reduce GHG emissions:

- The California Air Resources Board (CARB) Scoping Plan is the state's overall strategy in the form of measures that apply to emission sectors that comprise the state's greenhouse gas emission inventory. The state's implementation strategy primarily takes the form of source-specific regulations for energy producers fuel suppliers, and vehicle manufacturers. For example, California Light-Duty Vehicle GHG Standards and Low Carbon Fuel Standard. The Scoping Plan envisions a limited role for local government in implementing the state's GHG reduction strategy, focusing on local government's authority over land use and some transportation projects.
- The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. To this end, the Southern California Association of Governments (SCAG), has adopted the *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* which charts a course for closely integrating land use and transportation to increase mobility options and achieve a more sustainable growth pattern.

Implementation of Connect SoCal depends on partnerships with our local jurisdictions and County Transportation Commissions (CTCs). The land use strategies in Connect SoCal are based on a growth vision that was developed through extensive consultation with local communities, which proposes multiple different types of Priority Growth Areas, as well as identifying regional growth constraints. SCAG provides resources to help local jurisdictions align local plans and programs with the regional growth vision through a series of technical assistance and funding programs.

Certain measures of the Scoping Plan and Connect SoCal are supported by the Project, such as energy conservation and energy efficiency measures. Other measures, while not directly applicable, would not be obstructed by Project implementation. The City is in the process of preparing a Climate Action Plan (CAP) in conjunction with WRCOG which will identify specific policies and regulations that are directed at the project level. Until such time that the City adopts a CAP, the Project is evaluated for consistency with the following plans, policies, or regulations to reduce greenhouse gas (GHG) emissions as shown in Table 4.8.3, *Consistency with GHG Reduction Measures*.

Table 4.8-3 Consistency with GHG Reduction Measures

GHG Reduction Measure	Consistency Analysis
General Plan	
AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	Consistent. The City has determined that the SCAQMD's draft threshold of 3,000 MTCO ₂ e per year is appropriate for this Project. GHG emissions with mitigation are 2,824.68 MTCO₂e which is less than the 3,000 MTCO ₂ e threshold.
CSSF 2.44 Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.	Consistent. The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code.
LUE 11.6 Energy Efficiency. Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.	Consistent. The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City's water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.6.
ME 3.9 Pedestrian Facilities. Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design, or other conditions.	Consistent. Parkway improvements on Fleetwood Drive include curbing, gutter, adjacent landscaping, and sidewalk.
ME 3.36 Bicycle Improvements Conditionally Required. Require the construction or rehabilitation of bicycle facilities and/or "bicycle-friendly" improvements as a condition of approving new development, in accordance with Zoning Ordinance standards	Consistent. The Project is providing a bike rack and pad for parking of bicycles.

Municipal Code	
Energy Efficiency	Consistent. As required by Municipal Code Section 8.05.010 (7), California Energy Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with this section.
Green Buildings	Consistent. As required by Municipal Code Section 8.05.010 (8), <i>California Green Building Standards Code</i> , prior to issuance of a building permit, the Project proponent shall submit plans in compliance with this code section.
Water Conservation	The Project will comply with <i>Chapter 9.283. - Water Efficient Landscape Design Requirements</i> .
Solid Waste Reduction	Consistent. The Project shall comply with Section 4.408 of the <i>2013 California Green Building Code Standards</i> , which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills.

Source: Air Quality, Greenhouse Gas, and Energy Technical Report Table 3-4 (Appendix A).

Table 4.8-4 Consistency with SCAG Goals

SCAG Goals	Consistency Analysis
<i>Mobility: Build and maintain an integrated multimodal transportation network</i>	
Support investments that are well maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	Consistent. This policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would construct a new industrial use within an existing community with the appropriate zoning and setbacks from sensitive receptors.
Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	Consistent. This policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would not impede these efforts.
Support planning for people of all ages, abilities, and backgrounds.	Consistent. This policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would not impede these efforts.
<i>Communities: Develop, connect, and sustain livable and thriving communities.</i>	
Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.	Consistent. This action is not within the purview of the project; this policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would not impede these efforts.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	Consistent. The project does not include housing and is being constructed on land that is zoned for industrial uses. The project is located with appropriate distances from residential areas.

<i>Environment: Create a healthy region for the people of today and tomorrow</i>	
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	Consistent. This action is not within the purview of the project; this policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would not impede these efforts.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	Consistent. This action is not within the purview of the project; this policy would be implemented at the jurisdiction level by cities and counties within the SCAG region as part of local land use and policy planning efforts. The project would not impede these efforts. Notably, the project is being constructed on land that is appropriately zoned for industrial uses and is located near existing transportation corridors which would facilitate integration into the region's development pattern.
Conserve the region's resources.	Consistent: The project site is located on entirely developed land within an urban area and would not convert any natural or agricultural lands. The air quality and GHG emissions analysis determined that the project would not result in a significant impact relative to air quality resources and GHG emissions.
<i>Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.</i>	
Improve access to jobs and educational resources.	Consistent: Development of the project would provide job opportunities with the City.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Consistent: Development of the proposed project would provide quick and efficient access to multiple freeways, thereby eliminating the need for truck traffic to take longer routes through residential areas and supporting efficient travel. As documented in Section 2.4, air quality impacts from project implementation were less than significant.

Source: Air Quality, Greenhouse Gas, and Energy Technical Report Table 3-4 (Appendix A).

2022 Scoping Plan Consistency

Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan.

Evaluation of consistency with the 2022 Scoping Plan is reasonable and appropriate because it is a statewide plan adopted for reducing GHG emissions. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. For example, current transportation sector measures are implemented by the manufacturers, which includes the Advanced Clean Cars II and the Low Carbon Fuel Standard.

The Project is also subject to building code requirements under the building energy efficiency standards (Title 24) and green building standards (CALGreen). New buildings are required to comply with the applicable building code requirements and standards in place at the time

building permit documentation submittals are made. Further, the Project would provide sidewalks, bike racks, and pedestrian walkways which promotes alternative modes of transportation (walking, biking, and transit) and reduces VMT.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan.

The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) transportation electrification, (2) VMT reduction, and (3) Building Decarbonization. The potential for the Project to conflict with the measures that are relevant and applicable from the 2022 Scoping Plan are summarized in Table 4.8-5.

Table 4.8-5 Project's Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	40% below 1990 levels by 2030	No conflict. While the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth/VMT	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	No conflict. The project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. The project would be consistent with Connect SoCal 2024, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of LDV sales are ZEV by 2035	No conflict. As this action pertains to LDV sales within California, the project would not obstruct or interfere with its implementation. Furthermore, the project would support the transition from fossil fuel LDV to ZEV through its provision of EV chargers in compliance with CalGreen standards.
Truck ZEVs	100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	No conflict. As this action pertains to MDV and HDV sales within California, the project would not obstruct or interfere with its implementation. Furthermore, the project would comply with the 2022 CALGreen code.

Sector	Action	Potential to Conflict
Electricity Generation	Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO₂e) in 2030 and 30 MMTCO₂e in 2035 Retail sales load coverage¹ 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources	No conflict. As this action pertains to the statewide procurement of renewable energy, the project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	No conflict. The project would not obstruct or interfere with CARB's efforts to meet the all-electric appliance and heat pump goals. As designed, the project would currently involve connecting the proposed buildings to the existing natural gas infrastructure. However, the project would comply with regulations to convert to all-electric if applicable.
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	No conflict. As this action pertains to the electrification of off-road equipment across California, the project would not obstruct or interfere with its implementation. The project includes MM-GHG-4 that would require off-road equipment with the exception of the diesel excavators to be zero-emission and would transition the remaining equipment as regulations become effective.
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	No conflict. The project would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for transportation. The development and use of biofuels in trucks and automobiles would occur at the state and regional level.
Low Carbon Fuels for Buildings and Industry	In 2030s biomethane blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	No conflict. The project would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for use in buildings and industry. The blending of biomethane and use of renewable hydrogen in existing natural gas pipelines would happen at the scale of the utility provider and without action required by the project.
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	No conflict. The project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants. The State has established a prohibition on the sale or distribution of bulk HFCs identified as having a high GWP through SB 1206.

Source: Air Quality, Greenhouse Gas, and Energy Technical Report Table 3-4 (Appendix A).

Based on analysis above, the Project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

4.9 Hazards And Hazardous Materials

The following analysis is based in part on the following technical report:

Phase I Environmental Site Assessment, Property Consultants, dated January 19, 2022, and is included as Appendix F.

Threshold 4.9(a) (b) Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
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?			✓	

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

a) The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

b) The project handles or store hazardous materials in a quantity equal or greater to the amounts specified by Health and Safety Code §25507 **and** is located within designated 100- or 500-year flood zones.

Plans, Policies, and Programs

The following applies to the Project and would reduce impacts relating to the routine transport, use, or disposal of hazardous materials. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.9-1

As required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a

quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

PPP 4.9-2 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act), California Department of Transportation standards, and the California Occupational Safety and Health Administration standards.

PPP 4.9-3 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the RCDEH, which serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4) Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program.

PPP 4.9-4 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

Project Design Features (PDFs)

There are no PDFs apply to the Project impacts that are related to hazards and hazardous materials.

Impact Analysis

Existing Conditions

An on-site survey/property evaluation was conducted on January 10, 2022. The subject site was observed by foot and adjacent properties were observed from the subject site. The purpose of the subject site reconnaissance was to observe the present site use and conditions as they relate to the possible presence of potentially hazardous substances and petroleum products. In addition, adjoining properties and roads were visually observed from the subject site to identify land uses and the potential presence of structures, operations, activities, or environmental conditions that may involve the use, treatment, storage, disposal, or generation of hazardous wastes and/or petroleum products that may pose an environmental concern to the subject site. Table 4.9-1 presents a summary of the site survey/property evaluation.

Table 4.9-1: Summary of Site Reconnaissance

Item	Concerns	Comments
General Housekeeping	No	No concerns observed.
Surface Spills	No	No concerns observed.
Stained Surfaces	No	No concerns observed.
Pits/Ponds/Lagoons	No	No concerns observed.
Surface Impoundments	No	No concerns observed.
ASTs/USTs	No	No concerns observed.
Distressed Vegetation	No	No concerns observed.
Wetlands	No	No concerns observed.
Electrical Substations/Powerlines	No	No concerns observed.
Transformers Waste/Scrap Storage	No	No concerns observed.
Chemical Use/Storage	No	No concerns observed.

Construction Activities

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonably consequence of the proposed Project than would occur on any other similar construction site.

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited to requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. As such, impacts due to construction activities would not cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less than significant impact would occur.

Operational Activities

The Project site would include industrial and manufacturing land uses. Based on the facilities and uses that would be allowed at the Project site, hazardous materials (e.g., diesel fuel, lubricants, solvents, pesticides, janitorial and landscaping supplies, etc.) could be used during the course of daily operations at the Project site. It is possible that other hazardous materials also could be used during the course of daily operations at the Project site. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the Project site. The proposed Project would include small amounts of commercially available

janitorial, pesticide, and landscaping supplies. Hazardous materials would be stored and used during project operation in compliance with the same regulations as during project construction. Additionally, the Riverside County Department of Environmental Health (RCDEH) implements the Hazardous Materials Business Plan (Business Plan) program. Future industrial and commercial land use occupants will be required to develop a Business Plan. The Business Plan is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites.

If businesses that use or store hazardous materials occupy the future buildings on the Project site, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper transport, use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant after regulatory compliance.

100- and 500-Year Zones

According to the General Plan, the Project site is located outside of floodplains. This topic is discussed in more detail in Section 4.10 Hydrology and Water Quality.

Additionally, if future tenants require the handling or storing hazardous materials in quantity equal to or greater than the amounts specified by Health and Safety Code §25507, PPPs 4.9-1 through 4.9-4 would apply and reduce potential impacts to less than significant.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Continued on Next Page.

Threshold 4.9 (c) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project site is located within ¼ mile of an existing public or private school **and** the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.*

Plans, Policies, and Programs

PPPs 4.9-1 through 4.9-4 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to human remains.

Impact Analysis

The Project site is not located within one-quarter (0.25) mile from an existing or proposed school. From the Project site, the nearest school is the Patricia Beatty Elementary School located just under 1 mile (0.9 miles) southeast of the Project site in the City of Riverside at 4261 Latham Street. In addition, as discussed in the responses to issues 4.9 (b) and 4.9 (c) above, all hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations with respect to hazardous materials. Therefore, regardless of the proximity of planned or proposed schools, the Project will have a less than significant impact on schools.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.9 (d) Would the Project	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project site is identified on any of the following: List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database; List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database; List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit; List of "active" CDO and CAO from Water Board; or List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Plans, Policies, and Programs

PPPs 4.9-1 through 4.9-4 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to hazards and hazardous materials

Impact Analysis

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" CDO and CAO from Water Board.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the California Environmental Protection Agency the Project site was not found on any list of hazardous materials sites.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.9 (e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.

Plans, Policies, and Programs

No plans, policies, or programs apply to project impacts related to airport hazards.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project related to airport hazards.

Impact Analysis*Airport Land Use Compatibility*

There are no airports within 2-miles of the project site. The nearest airport is Flabob Airport located approximately 2.4 miles southwest of the Project site. According to *Map FL-1, Flabob Airport Land Use Compatibility Plan*, the Project site is located outside the airport compatibility zones.²⁸

Airport Noise

The Project consists of manufacturing and industrial uses and will not expose people to excessive aircraft noise. The nearest airport is Flabob Airport located approximately 2.4 miles southwest of the Project site. According to *Map FL-3, Noise Compatibility Contours Flabob Airport, Land Use Compatibility Plan*, the Project site is located outside the Noise Impact Zones. Standard building design and construction methods would provide adequate noise attenuation to comply with the

²⁸ Riverside County Airport Land Use Commission, *Riverside Municipal Airport Land Use Compatibility Plan*, December 2004. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/20-%20Vol.%201%20Riverside%20Municipal.pdf>

indoor noise standard of 45 CNEL and thereby not expose employees and customers of the Project to excessive noise levels.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.9 (f) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

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

- The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan.
- Any required street improvements do not meet General Plan and/or City standards.
- The project has less than two (2) routes for emergency egress and ingress (unless otherwise allowed by the Fire Department).

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts related to hazards, hazardous materials, and emergency plans. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.9-5 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project applicable to an adopted emergency plan or emergency evacuation plan.

Impact Analysis

Access to the Project site is proposed from Fleetwood Drive. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles.

The emergency response plan in effect for the City of Jurupa Valley, the Riverside County Emergency Operations Plan (EOP), identifies County agencies and other agencies that would be involved in emergency responses; threat summaries and assessments; and procedures for responding agencies, in addition to procedures for continuity of government.

The City of Jurupa Valley Local Hazard Mitigation Plan (LHMP), issued in 2018 (City of Jurupa Valley, 2018), provides additional information on hazard assessments; hazard mitigation strategies; and resources available for emergency response and hazard mitigation. There are no unique hazards in the City of Jurupa Valley identified in the LHMP that are relevant to the Project site.

The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate access for emergency vehicles. Construction activities for the Project would be primarily confined to the Project site and would include off-site roadway improvements that comply with City standards. During operation, the Project would not involve any activities that would impede public access or travel along the public right-of-way or interfere with an adopted emergency response or evacuation plan. Additionally, as shown on Figure 3.2-3, *Proposed Site Plan*, the Project provides multiple points of access for ingress and egress. The proposed Project would not substantially impede emergency response routes in the local area.

The Project would not include a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor would it close any existing streets or otherwise represent a significant impediment to emergency response and evacuation of the local area. The Project would also comply with all applicable codes and ordinances for emergency access. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

Additionally, the Project's development and site plan have been reviewed by the City Engineering Department and Riverside County Fire Department for emergency access and plan consistency.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Threshold 4.9 (g) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is located within a "High" fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts related to hazards, hazardous materials, and wildland fires. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.9-4 shall apply.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to wildland fires.

Impact Analysis

According to the General Plan²⁹, the Project site is not located within a high wildfire hazard area. Furthermore, the Project would be required to use drought tolerant, irrigated landscaping. Accordingly, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, no impacts would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Continued on Next Page.

²⁹ City of Jurupa Valley, General Plan Safety Element, Figure 8-10: Wildfire Severity Zones in Jurupa Valley.

4.10 Hydrology And Water Quality

The following analysis is based in part on the following technical reports:

Drainage Report, Grant Becklund, Cannon Corporation, dated April 15, 2025, (Appendix E)

Preliminary Water Quality Management Plan (WQMP), Cannon Corporation, dated January 14, 2025, (Appendix G).

Water and Sewer “Will Serve” Letter, Rubidoux Community Services District, dated March 6, 2025. (Appendix H)

Threshold 4.10 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality			✓	

Significance Threshold (Water Quality Standards): Under the City’s local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

Significance Threshold (Waste Discharge Requirements for onsite system): Under the City’s local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.65. – Sewage Discharges.

Significance Threshold (Waste Discharge Requirements): Under the City’s local significance threshold, the project would have significant effects if: The project is inconsistent with any applicable Pre-Treatment Ordinance required by the water agency that serves the project.

Plans, Policies, or Programs (PPP)

These are existing regulatory requirements applied to the Project based on existing federal, State, or local laws which effectively reduce impacts to hydrology and water quality. The following apply to the Project and would reduce impacts on hydrology and water quality. These requirements are included in the Project’s Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance:

PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)*, any person performing construction work in the city shall comply with the provisions of this chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the BMPs that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer.

- PPP 4.10-2** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)*, any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.
- PPP 4.10-3** As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls, Section C*, new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.
- PPP 4.9-1** As required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

Project Design Features (PDFs)

PDFs applicable to the Project include compliance with the MS4 Permit.

- PDF 4.10-1** The Project-specific WQMP must be implemented throughout Project design, construction, operation, and maintenance.
- PDF 4.10-2** Stenciling (“No Dumping/Drains to Ocean”) will be provided for public storm drain inlets on or adjacent to the Project site.

Impact Analysis

Water Quality Standards

The Porter-Cologne Water Quality Control Act³⁰ defines water quality objectives (i.e., standards) as “...the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area” [(§13050 (h))].

Construction Impacts (Water Quality Standards)

Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have

³⁰ California Water Boards, *Porter-Cologne Water Quality Control Act, January 2019*. Available at: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf

the potential to occur during construction activities in the absence of any protective or avoidance measures.

The Municipal Code Chapter 6.05.050 Storm Water/Urban Runoff Management and Discharge Controls require the Project to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities³¹. The permit is required for all Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

Compliance with the permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction-related activities, including grading. The Plan would specify the measures that would be required to be implemented during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the site.

Additionally, per **PPP 4.10-2** the Project owner would be required by the California SWRCB to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) for projects which will disturb one or more acres of soil during construction. The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. and waters of the State of California (State) to prepare a site-specific SWPPP, which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and non-point source discharges of pollutants, including sediment resulting from erosion. BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced as necessary. After compliance with Construction General Permit Order 2009-0009-DWQ, potential violations of water quality standards or waste discharge requirements during Project construction would be a less than significant impact.

Operational Impacts (Water Quality Requirements)

Storm water pollutants commonly associated with the type of land use proposed by the Project include sediments, nutrients, trash and debris, bacteria and viruses, oil and grease, and pesticides. Pursuant to the requirements of the Municipal Code³², a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. The Drainage Report (Appendix E) and Preliminary WQMP prepared for the Project (Appendix G) indicate that the existing drainage pattern is being preserved with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries.

³¹ City of Jurupa Valley, *Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls*. Available at:

https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT6HESA_CH6.05STWAURRUMADICO

³² Ibid.

Waste Discharge Requirements

Waste Discharge Requirements are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 “Water Quality,” Article 4 “Waste Discharge Requirements.”³³ These requirements regulate the discharge of wastes which have not made to surface waters, but which may impact the region’s water quality by affecting underlying groundwater basins. Discharge requirements are issued for Publicly Owned Treatment Works’ wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities which can affect water quality.

Operational Impacts (Waste Discharge Requirements)

To facilitate proper funding and management of sanitary sewer systems, the Jurupa Community Services District has adopted *Sewer System Management Plan WDID 8SSO10582*³⁴ (SSMP) that includes provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems. Additionally, the SSMP contains a spill response plan that establishes standard procedures for immediate response to a sanitary sewer overflow in a manner designed to minimize water quality impacts and potential nuisance conditions. By connecting to the Jurupa Community Services District sewer system, the Project will not violate any waste discharge requirements.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.10 (b) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	

Screening Criteria: Under the City’s local significance threshold, the project would have significant effects if: If the project’s water supply comes from an adjudicated basin and the basin is not classified as “high” or “medium priority” by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.

³³ California Water Boards, *Waste Discharge Requirements Program*, July 3, 2020. Available at: https://www.waterboards.ca.gov/water_issues/programs/waste_discharge_requirements/

³⁴ <https://www.jcsd.us/home/showdocument?id=1564>.

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project would conflict with an applicable Ground Water Management program as identified in the applicable Urban Water Management Plan.

Plans, Policies, and Programs

There are no PPPs that are related to groundwater supply/recharge.

Project Design Features

There are no PDFs applicable to the topic of groundwater supply/recharge.

Impact Analysis

Groundwater Supplies

Water service will be provided to the Project by the Rubidoux Community Services District (RCSD). The district's six wells are located within the Riverside South Ground Water Basin. The Basin is adjudicated, which means if RCSD extracts water that exceeds the safe yield (i.e., the rate at which groundwater can be withdrawn without causing long-term decline of water levels), RCSD may incur a replenishment obligation, which is used by the Watermaster to recharge the ground water basin with State Water Project water. The Basin has been maintained by the Watermaster in a safe yield condition under this method of operation. Therefore, the Project is not anticipated to contribute to a substantial depletion of groundwater supplies.

Sustainable Groundwater Management

The Sustainable Groundwater Management Act requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. The act requires the prioritization of basins and subbasins based on a variety of factors such as population and number of water wells in a basin. Basins are ranked from very-low to high-priority. Basins ranking high- or medium-priority are required to form Groundwater Sustainability Agencies to manage basins sustainably and requires those agencies to adopt Groundwater Sustainability Plans.

As noted above, the Project's groundwater supplies come from an adjudicated basin. Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.10 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
(i) Result in substantial erosion or siltation on- or off-site?			✓	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
(iv) Impede or redirect flood flows?			✓	

Significance Threshold (i): Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

Significance Threshold (ii): Under the City's local significance threshold, the project would have significant effects if: The project's drainage system is not designed to manage runoff from 10- and 100-year storm events.

Significance Threshold (iii): Under the City's local significance threshold, the project would have significant effects if: The project is inconsistent with the County of Riverside Master Drainage Plan or Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

Significance Threshold (iv): Under the City's local significance threshold, the project would have significant effects if: The project would impede or redirect flood flows in a manner that would adversely impact upstream of downstream properties.

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts regarding human remains. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.10-1 through 4.10-3 as set forth in Threshold a, are relevant to Project impacts regarding stormwater runoff.

Project Design Features

PDFs 4.10-1 and 4.10-2 as set forth in Threshold a, are relevant to Project impacts regarding stormwater runoff.

Impact Analysis

Existing Condition

In the existing condition site drainage pattern on the Project Site is defined by the topography of the site from the northwest to southeast draining east toward the Santa Ana River.

(i) Erosion and Siltation

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site; however the proposed drainage plan is to maintain the site's existing drainage pattern. The Project's drainage pattern is being preserved with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries.

Although the Project would alter the Project site's interior drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project's construction contractor would be required to implement an erosion control plan to minimize water- and windborne erosion during construction activities. Furthermore, implementation of SWPPP requirements including site-specific BMPs, would ensure no substantial erosion would occur or excessive runoff from the Project site during construction.

Furthermore, as summarized in the Project's Preliminary WQMP (Appendix G), the treatment controls proposed (e.g., infiltration galleries) for the Project site are effective at removing sediment from stormwater runoff during long-term operation. Compliance with the WQMP, and long-term maintenance of on-site stormwater conveyance and detention infrastructure by the property owner or operator to ensure their long-term effectiveness, would be required by the City pursuant to Municipal Code Chapter 6.05, see PPPs 4.10-1 through 4.10-3). Therefore, runoff flows leaving the Project site would not carry substantial amounts of sediment. Impacts would be less than significant, and no mitigation is required.

(ii) Stormwater Runoff

The Project's drainage plan includes the site's drainage pattern is being preserved with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries. (Drainage Report, Appendix E). Therefore, the Project would effectively control the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Impacts would be less than significant, and no mitigation is required.

(iii) Stormwater Discharge System Capacity & Polluted Runoff

As stated above, implementation of the Project would not exceed the existing stormwater runoff capacity. Although runoff from the Project site would increase post-construction stormwater flows from existing conditions, the design flow of the existing storm drain system has adequate capacity to accommodate the increase rate of runoff from the Project site. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Impacts would be less than significant and no mitigation is required.

As discussed in detail earlier under Threshold a, the Project's construction contractors would be required to comply with a NPDES Construction General Permit, a site-specific SWPPP, an erosion control plan, and the Preliminary WQMP (Appendix G) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant, and no mitigation is required.

(iv) Impede or Redirect Flood Flows

The results of the Drainage Report determined that the proposed onsite storm drain systems and detention basin would provide 100-year flood protection. Therefore, impacts would be less than significant, and no mitigation is required.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.10 (d). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	

Screening Criteria: Under the City's local significance threshold, the project would have significant effects if: The project is not located within a flood hazard zone, tsunami inundation zone or near a water body capable of producing a seiche, the project is presumed to have no impact absent substantial evidence to the contrary.

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs which effectively reduce impacts related to the risk of pollutant risk due to inundation. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.10-1 through 4.10-3 as set forth in Threshold a, are relevant to Project impacts regarding flooding and resultant pollution.

Project Design Features

PDFs 4.10-1 and 4.10-2 as set forth in Threshold a, are relevant to Project impacts regarding flooding and resultant pollution.

Impact Analysis*Flood Hazard*

According to the General Plan³⁵, the southern portion of the Project site is not located within a flood hazard zone. General Plan Figure 8-9: Flood Insurance Rate Map (FIRM) indicates the site is

³⁵ City of Jurupa Valley, General Plan Figure 8-9: Flood Insurance Rate Map (FIRM).

located within FEMA Flood Zone X.). Flood Zone X (unshaded) is correlated with “areas of minimal flood hazard.”

Tsunami or Seiche Zones

According to the California Department of Conservation, California Official Tsunami Inundation Maps³⁶, the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body in the area of the Project site capable of producing as seiche.

Risk of release of pollutants due to inundation

The Project would be designed to ensure that peak flood volumes and flows would be equivalent to that of the designed capacity of the existing storm drain system. Accordingly, implementation of the Project would not risk release of pollutants due to inundation. Impacts would be less than significant.

Additionally, **PPP 4.9-1**, shall apply, thus reducing the risk of impacts from the risk of release of pollutants due to inundation to less than significant.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.10 (e) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Screening Criteria (Groundwater Management Plan): Under the City’s local significance threshold, the project would have significant effects if: The project’s water supply comes from an adjudicated basin and the basin is not classified as “high” or “medium priority” by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.

Significance Threshold (Water Quality Plan): Under the City’s local significance threshold, the project would have significant effects if: The project obstruct implementation of the Santa Ana Region Basin Plan?

³⁶ California Department of Conservation, *California Official Tsunami Inundation Maps*, <https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area> accessed March 2026.

Plans, Policies, and Programs

These include existing regulatory requirements, such as plans, policies, or programs regarding implementation of a water quality control plan or sustainable groundwater management plan. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.10-1 through 4.10-3 as set forth in Threshold a, are relevant to Project impacts regarding water quality.

Project Design Features

PDFs 4.10-1 and 4.10-2 as set forth in Threshold a, are relevant to Project impacts regarding water quality.

Impact Analysis

As discussed under Threshold 4.10 (a) and 4.10 (c), with implementation of the drainage system improvements and features as described, the Project will not conflict with or obstruct implementation of a water quality control plan. As discussed under Threshold 4.10 (b), the Project site is not subject to a Sustainable Groundwater Water Management program and will not substantially impede sustainable groundwater management of the basin

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

4.11 Land Use And Planning

Threshold 4.11 (a) Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Physically divide a community?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project involves the construction of a new a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.

Plans, Policies, and Programs (PPPs)

There are no PPPs that are related to land use and planning.

Project Design Features (PDFs)

There are no PDFs that are related to land use and planning.

Impact Analysis

An example of a Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project is in an area largely characterized by industrial development and vacant open space. The Project site will develop approximately 14.3 acres and is bordered by Industrial Development to the north and west, the Santa Ana River to the south, vacant open space on the east. As such, the Project will not divide an established community.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Threshold 4.11 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project's conflict with any land use plan is related to an environmental issue under CEQA and the project's conflict results in an adverse environmental impact. The applicable plans include, but are not limited to:

- *Jurupa Valley General Plan*
- *South Coast Air Quality Management District Air Quality Management Plan*
- *Western Riverside County MSHCP*
- *Santa Ana Region Basin Plan*
- *Airport Land Use Compatibility Plan for either Flabob Airport or Riverside Municipal Airport.*

Plans, Policies, and Programs

PPP's that are applicable to the project are identified in Sections 4.2, *Air Quality*, 4.3 *Biological Resources*, 4.7, *Greenhouse Gas Emissions*, 4.8, *Hazards and Hazardous Materials*, and 4.9, *Hydrology and Water Quality*.

Project Design Features (PDFs)

There are no PDFs that are applicable to the project related to land use and planning.

Impact Analysis

The applicable plans and policies relating to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect are summarized below.

- **South Coast Air Quality Management District 2016 Air Quality Management Plan**
Refer to Threshold 4.3 (a) in Section 4.2, *Air Quality*.
- **Western Riverside County Multiple Species Habitat Conservation Plan**
Refer to Threshold 4.4 (f) in Section 4.4, *Biological Resources*.
- **California Air Resources Board Scoping Plan**
Refer to Threshold 4.8 (b) in Section 4.8, *Greenhouse Gas Emissions*.
- **Southern California Association of Governments Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy**
Refer to Threshold 4.8 (b) in Section 4.8, *Greenhouse Gas Emissions*.
- **Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program**
Refer to Threshold 4.10 (e) in Section 4.10, *Hydrology and Water Quality*.
- **Airport Land Use Compatibility Riverside Municipal Airport**
Refer to Threshold 4.9 (e) in Section 4.9, *Hazards and Hazardous Materials*, and Threshold 4.13 (c) in Section 4.13, *Noise*.

As demonstrated throughout this Initial Study/Mitigated Negative Declaration, the Project would not conflict with any applicable land use plan, policy, or regulation, including but not limited to the *General Plan*, or the with implementation of the PPP's and Mitigation Measures throughout this Initial Study.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

4.12 Mineral Resources

Threshold 4.12 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Figure 4-16- Jurupa Valley Mineral Resources

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to Project impacts on mineral resources.

Project Design Features (PDFs)

No Project design features apply to Project impacts on mineral resources.

Impact Analysis

According to the General Plan³⁷ the Project site is located within Mineral Resource Zone (MRZ) 3, which is defined as "Areas containing known or inferred mineral occurrences of undetermined mineral resources significance." However, no mineral resource extraction activity is known to have ever occurred on the Project site. Accordingly, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California.

Level of Significance Before Mitigation:

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact

³⁷ City of Jurupa Valley, General Plan Figure 4-16: Jurupa Valley Mineral Resources.

Threshold 4.12 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to Project impacts on mineral resources.

Project Design Features (PDFs)

No Project design features apply to Project impacts on mineral resources.

Impact Analysis

The General Plan Open Space, Mineral Resources (OS-MIN) land use designation is intended for mineral extraction and processing and includes areas held in reserve for future mineral extraction and processing.³⁸ The Project site is designated as Heavy Industrial (HI), therefore, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site.

Level of Significance Before Mitigation:

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact

Continued on Next Page.

³⁸ City of Jurupa Valley, *General Plan Land Use Element*, p.2-28.

4.13 Noise

The following analysis is based in part on the following technical reports:

Noise Technical Report, Dudek, dated July 2025, (Appendix I)

Transportation Technical Memorandum, Dudek, dated Revised October 24, 2025. (Appendix J)

Threshold 4.13 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project may have a significant impact if:*

Construction: 1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise; and 2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.

Operational Noise (Stationary): The project is inconsistent with General Plan Policy NE 1.3 New or Modified Stationary Noise Sources.

Operational Noise (Transportation): Traffic generated by the project would result in a noticeable increase in roadway noise in the immediate vicinity of the subject property in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

Plans, Policies, and Programs (PPPs)

The following include existing regulatory requirements such as plans, policies, or programs, based on federal, state, or local law that apply to the Project and which effectively reduce or avoid impacts from noise. These requirements are also included in the Project's MMRP to ensure compliance.

PPP 4.12-1 In order to ensure compliance with General Plan Policy NE 3.4 *Construction Equipment*, it shall be required that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

PPP 4.12-2 In order to ensure compliance with General Plan Policy NE 3.5 *Construction Noise*, commercial construction activities shall be limited within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and high noise-generating construction activities shall be limited to between 9:00 a.m. and 3:00 p.m.

Project Design Features (PDFs)

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to noise standards.

Impact Analysis

Existing Ambient Noise Levels

The primary source of noise in the area is from vehicle traffic from traffic along local roadways which was measured as part of the Noise Technical Report for the Project and ranges from 51 dBA Leq to 68 dBA Leq³⁹. Three short-term (ST) sound level measurement locations (ST1–ST3) that represent existing sound-sensitive receivers were selected on and near the proposed Project site. These locations were selected to characterize the baseline outdoor ambient sound levels for residential receptors and the traffic noise exposure from Project adjacent roadways

Construction Noise Impact Analysis

Noise levels associated with the construction will vary with the different types of construction equipment. Table 4.13-1, *Typical Construction Equipment Noise Levels* identifies the level of noise generated by construction equipment.

Table 4.13-1. Typical Construction Equipment Noise Levels

Equipment	Average Sound Level (dBA Leq) – 50 feet from Source	Maximum Sound Level (dBA Lmax) – 50 feet from Source
Air Compressor	66	67
Aerial Lift (Man Lift)	72	73
Backhoe	76	84
Compactor (Plate)	-	75
Compactor (Roller)	82	83
Concrete Mixer	81	82
Concrete Saw	85	88
Crane, Mobile	74	76
Dozer	80	86
Forklift	-	88
Generator	67	68
Grader	-	79
Horizontal Bore Drill	87	88
Loader	72	81
Paving - Asphalt	-	83
Paving - Concrete	85	88
Pump	73	74
Scraper	-	92
Flatbed Truck	-	74
Welding Machine	71	72

Source: Project 25-49 Data, National Cooperative Highway Research Program, <https://apps.trb.org/cmsfeed/trbnetprojectdisplay.asp?projectid=3889>, October 2018.

Notes: (-) Equipment without average (Leq) noise levels are non-stationary and best represented only by maximum instantaneous noise level (Lmax).

³⁹ Noise Technical Report, Appendix I, pp. 18 & 19.

The City's criteria for determining if construction noise results in a significant CEQA impact is as follows:

1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise which states: *"Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m."*

The nearest residential uses and sensitive receptors are located approximately 800-feet north from the Project site. Although construction activities would be greater than 200 feet from residential used the Project will be required in accordance with Municipal Code Section 11.05.020 to be limited to weekdays between 7:00 a.m. and 6:00 p.m. and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m. Within implementation of the required construction limits as described in Municipal Code Section 11.05.020 the Project will be consistent with General Plan Policy NE 3.5.

2) *Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.*

Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. The construction noise levels are expected to range from 42 dBA Leq to 67 dBA Leq, at the closest sensitive receiver locations north of the site. The construction noise at that the nearest sensitive receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold established by the *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual* and nearby sensitive receiver locations would experience less than significant impacts due to Project construction noise levels.

On-Site Operational Noise Impacts

The Project's Noise Technical Report (Noise Report) analysis assumed the Project facility would operate 24 hours a day, 7 days per week, and features both daytime and nighttime scenarios. The Noise Report utilized the CadnaA computer model for acoustic modeling to determine the worst-case operational noise impacts from the Project site at the closest receptor locations approximately 850 feet to the north and 1,760 feet and 2,650 feet for the sound receptors located to the southeast and southwest. Facility operations would introduce multiple sources of noise from equipment used in activities such as vehicles entering and exiting the site, trucks being loaded and unloaded in designated loading areas, and the movement of materials both inside and outside the facility using forklifts, pallet jacks, yard hostlers, and similar machinery. Additionally, the office portion would accommodate routine administrative functions associated with warehouse operations and would require continuous operation (24 hours a day) of outdoor mechanical systems, including heating, ventilation, and air conditioning (HVAC) equipment such as air-handling units (AHUs) and air-cooled condenser (ACCs). The operational sound producing equipment

The results of the CadnaA model indicate that sound levels at the closest receptors will range between 16 dBA Leq to 29 dBA Leq during the daytime and 12 dBA Leq to 23 dBA Leq during the nighttime hours. The anticipated change to the ambient noise level due to the Project's operations would be approximately 1 dBA, which is below the 3 dBA threshold.

Off-Site Operational Traffic Noise Impacts

The Project would generate additional vehicle trips on nearby roads, such as Fleetwood Drive and Market Street, potentially increasing traffic noise levels at surrounding sensitive-noise receptors.

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model RD-77-108 was applied to assess potential noise effects at nearby noise-sensitive receptors. Model inputs included Average Daily Traffic (ADT) data from Dudek's Trip Generation and Vehicle Miles Traveled (VMT) Analysis (Dudek 2024), along with posted speeds, the distribution of traffic across daytime, evening, and nighttime periods, and the percentage of truck traffic. In line with guidance from the California Department of Transportation (Caltrans) Technical Noise Supplement to the Traffic Noise Analysis Protocol (TeNS) (2013), the analysis assumes that 80% of ADT occurs during daytime hours (7:00 a.m. to 7:00 p.m.), 5% during the evening (7:00 p.m. to 10:00 p.m.), and 15% at night (10:00 p.m. to 7:00 a.m.) under existing conditions. A truck mix of 4% was used in the model for existing arterial roads, based on Dudek's analysis.

Project operations are expected to increase traffic noise by up to 1.4 dB along Fleetwood Drive. As a result, the combined noise level from existing and project-related traffic would not raise overall traffic noise by more than 3 dB CNEL. Furthermore, in a typical community setting, this incremental increase would not be perceptible to the human ear. Therefore, project-related traffic noise impacts would be considered less than significant.

Conclusion

The Project's noise impacts will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.13 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate excessive ground-borne vibration or ground-borne noise levels?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project may have a significant impact if it creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.

Plans, Policies, and Programs

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

Project Design Features

There are no PDFs that are related to the topic noise and vibration

Impact Analysis

This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized in Table 4.13-2.

Table 4.13-2 Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

Construction activities that might expose persons to excessive ground-borne vibration or ground-borne noise could cause a potentially significant impact. Groundborne vibration from construction activities is typically attenuated over short distances. The heavier pieces of construction equipment used at this site could include graders, tractors, loaders, cranes, rubber-tired bulldozers, generators, and paving equipment.

Based on published vibration data, the anticipated heavy construction equipment would generate a vibration level of approximately 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet from the source; lighter construction equipment, such as a small bulldozer, would generate a substantially lower vibration level of approximately 0.003 inches per second PPV at a distance of 25 feet from the source.⁴ Although heavy equipment would operate throughout the Project site at various construction phases, it is anticipated that heavy equipment would occasionally operate as close as approximately 950 feet from existing residences (the single-family residence to the north). At the distance from the nearest vibration-sensitive receivers to where construction activity would be occurring on the Project site, the peak particle velocity vibration level would be approximately 0.0004 inches per second or less. As such, vibration levels would be less than the standard used by the City of 0.2 ips PPV. Because groundborne vibration from Project construction would not exceed recognized standards, and due to the temporary and intermittent occurrence of vibration levels, vibration impacts would be less than significant. No mitigation measures are required.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.13 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project may have a significant impact if it generates aircraft noise that exposes people residing or working in the vicinity of a private airstrip or within the Flabob Airport or Riverside Municipal Airport Land Use Compatibility Plan to noise levels in excess of the noise standards of said plans.*

Plans, Policies, and Programs

No plans, policies, or programs apply to project impacts related to airport noise.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project related to airport noise.

Impact Analysis

The Project consists of a self-storage and RV storage facility and will not expose people to excessive aircraft noise. The nearest airport is Riverside Municipal Airport located approximately 5 miles southeast of the Project site. According to *Map FL-3, Noise Compatibility Contours Flabob Airport, Land Use Compatibility Plan*, the Project site is located outside of the 60 CNEL Noise Impact Zone. Standard building design and construction methods would provide adequate noise attenuation to comply with the indoor noise standard of 45 CNEL and thereby not expose workers or customers of the Project to excessive noise levels.⁴⁰

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

4.14 Population And Housing

Threshold 4.14 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the General Plan.

Plans, Policies, and Programs (PPPs)

There are no PPPs that are related to population and housing.

Project Design Features (PDFs)

There are no PDFs that are related to population and housing.

⁴⁰ Riverside County Airport Land Use Commission, *Riverside Municipal Airport Land Use Compatibility Plan, Noise Compatibility Contours, December, 2004*. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/20-%20Vol.%201%20Riverside%20Municipal.pdf>

Impact Analysis

The Project would not directly result in population growth because it does not propose any residential dwelling units.

According to the General Plan, the City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City.⁴¹ Thus, it is anticipated that new employees generated by the Project would be within commuting distance and would not generate needs for any housing.

Typically, growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities.

Water and sewer service to the Project site will be provided by the Rubidoux Community Services District. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines in the immediate vicinity of the Project site.

In addition, the analysis in Section **Error! Reference source not found.**, *Public Services*, of this Initial Study demonstrates that the impacts on public services are less than significant so the public service provider's ability to provide services will not be reduced.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less than Significant Impact.

Threshold 4.14 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project site contains residential housing which will not be replaced with new residential housing on-site.

Plans, Policies, and Programs

There are no PPPs that are related to housing displacement.

⁴¹ City of Jurupa Valley, General Plan Economic Sustainability Element, p. 11-3.

Project Design Features

There are no PDFs that are related to housing displacement.

Impact Analysis

The Project site consists of undeveloped vacant land. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

4.15 Public Services

Threshold 4.15 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

- 1) **Fire:** The project substantially affects Fire-Rescue response times (i.e., increase the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.

- 2) **Police:** *The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.*
- 3) **Schools:** *As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.*
- 4) **Parks:** *The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not offset by the payment of development impact fees or the dedication of parkland.*
- 5) **Other Public Facilities:** *The project will result in creating deficiencies to other public facilities the area that are not offset by the payment of development impact fees.*

Plans, Policies, and Programs (PPPs)

PPPs that are related to public services are listed under each individual public service.

Project Design Features (PDFs)

There are no PDFs that are related to public services.

FIRE PROTECTION

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to fire protection. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

Impact Analysis

The Riverside County Fire Department provides fire protection services to the Project area. The Project would be primarily served by the Riverside County Rubidoux Fire Station No. 38 located approximately 2.9 roadway miles west of the Project site at 5721 Mission Boulevard.

Development of the Project would impact fire protection services by placing an additional demand on existing fire protection resources should its resources not be augmented. To offset the increased demand for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Fire Department for review and comment on the impacts to providing

fire protection services. The Fire Department did not indicate that the Project would result in the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Furthermore, the Municipal Code requires payment of the Development Impact Fee to assist the City in providing for fire protection services.⁴² Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the above analysis, with implementation of **PPP 4.14-1** and **PPP 4.14-2**, impacts related to fire protection are less than significant.

POLICE PROTECTION

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to police protection. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

Impact Analysis

The Riverside County Sheriff's Department provides community policing to the Project area via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, CA. The Project would increase the demand for police protection services. The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services⁴³. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Sheriff's Department for review and comment on the impacts to providing police protection services. The Sheriff's Department did not indicate that the Project would result in the need for new or physically altered sheriff facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Based on the above analysis, with implementation of **PPP 4.15-2**, impacts related to police protection are less than significant.

⁴² City of Jurupa Valley, *Municipal Code Chapter 3.75, Development Impact Fee*, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

⁴³ Ibid.

SCHOOLS

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to schools. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-3 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

Impact Analysis

The Project proposes a manufacturing and industrial uses which would not directly create additional students to be served by the Jurupa Unified School District. However, the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

PARKS

Impact Analysis

The Project will not create an additional need for housing thus directly increasing the overall population of the City and generating additional need for parkland and will have no impact on parks. Industrial projects per Municipal Code 7.25.020 E (1) are exempt from the payment of development impact fees related to parks.

OTHER PUBLIC FACILITIES

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to public facilities. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.15-2 above is applicable to the Project.

Impact Analysis

The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public facilities.⁴⁴

Based on the above analysis, with implementation of **PPP 4.15-2** above, impacts related to other public facilities are less than significant.

⁴⁴ Ibid.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

4.16 Recreation

Threshold 4.16 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in the of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Plans, Policies, and Programs (PPPs)

There are no PPPs that are relevant to the project for recreation.

Project Design Features (PDFs)

There are no specific project design features relevant to project impacts on recreation.

Impact Analysis

The Project would not cause a substantial physical deterioration of any recreational facilities or would accelerate the physical deterioration of any recreational facilities because the Project does not propose residential dwelling units which would increase the population that would use parks and other recreational facilities. Industrial projects per Municipal Code 7.25.020 E (1) are exempt from the payment of development impact fees related to parks.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Threshold 4.16 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓

Screening Criteria: Under the City's local significance threshold, the project would have significant effects if: The project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have no impact absent substantial evidence to the contrary.

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: A project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

Plans, Policies, and Programs (PPPs)

There are no PPPs applicable to the Project related to this issue.

Project Design Features (PDFs)

There are no specific project design features relevant to project impacts on recreation.

Impact Analysis

As noted in the response to Threshold 4.16(a) above, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities that might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

No Impact.

Continued on Next Page.

4.17 Transportation

The following analysis is based in part on the following technical reports:

Transportation Technical Memorandum, Dudek, dated Revised October 24, 2025, Appendix J.

Threshold 4.17(a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				✓

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network, pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact. Note: Level of Service (LOS) is not required to be analyzed under this threshold.*

Plans, Policies, and Programs (PPPs)

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

- PPP 4.16-1.** As required by General Plan Policy ME 3.9, public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design, or other conditions.
- PPP 4.16-2.** As required by General Plan Policy ME 3.11, development projects and site plans must be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.
- PPP 4.16-3.** As required by General Plan Policy ME 3.17, development project designs must ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities.
- PPP 4.16-4.** As required by General Plan Policy ME 3.21, developments must include safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements.
- PPP 4.16-5.** As required by General Plan Policy ME 8.2, projects must limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.

PPP 4.16-6. As required by General Plan Policy ME 8.10, developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.

Project Design Features (PDFs)

The Project's proposed improvements as follows would be conditions of approval:

PDF 4.16-1 Fleetwood Drive:

Access to the Project will be from Fleetwood Drive which is classified as a Local Street in the General plan. Fleetwood Drive improvements within the existing 88-foot right-of-way shall include, but are not limited to, pavement work as deemed adequate by the City Engineer and parkway improvements curb and gutter, landscape adjacent curb, and a 5-foot sidewalk

Impact Analysis

The Project site is served by transit service by the Riverside Transit Agency (RTA). There is an existing RTA bus stops on 24th Street and Market Street served by Route #29 with service to transfer stations Limonite Avenue & Baldwin and University & Market with service to the Pedley Metrolink Station. The Project is not proposing any improvements that would interfere with current transit service. In addition, the Project will provide adequate pedestrian facilities, including upgrading the existing sidewalks along public streets abutting the site, as necessary.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

Threshold 4.17(b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?		✓		

Screening Criteria: Under the City's local significance threshold, the project would have significant effects if: Projects that cannot be screened out through the steps outlined in the City of Jurupa Valley Traffic Impact Guidelines as specified in the CEQA Assessment - VMT Analysis section, will require additional analysis in order to determine if a project exceeds the following thresholds of significance:

Significance Threshold:**1. Project VMT Impacts:**

A project would result in a significant project-generated VMT impact if the project-generated VMT exceeds the City's average VMT per service population (population plus employment). The City's average VMT per service population shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.

2. Cumulative VMT Impacts:

A project would result in a significant project-generated VMT impact if the project-generated cumulative VMT per service population exceeds the City's baseline VMT per service population for Horizon Year 2040.

Plans, Policies, and Programs

There are no PPPs that are related to VMT.

Project Design Features

There are no PDFs that are related to VMT.

Impact Analysis

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. Impacts related to LOS will be evaluated through the City's development review process apart from CEQA.

The *Jurupa Valley Traffic Impact Analysis Guidelines* provide several screening thresholds for determining if a VMT analysis is required. A project VMT analysis would not be required if a project is located in a Transit Priority Area (TPA) or a low VMT area, or if the project is a local serving retail project or other neighborhood use, including projects that generate fewer than 250 daily trips.

Vehicle Miles Traveled (VMT) Analysis:

The Transportation Technical Memorandum indicates that the project is situated within TAZ 889 of the SCAG model and consists of four parcels, all of which fall within this same TAZ. The VMT per worker in TAZ 889 is 17.4, which exceeds the jurisdictional baseline of 17.0. As a result, the project's VMT per employee is 2.35% higher than the baseline. Because the project's VMT per employee surpasses the City's average, it may lead to a potentially significant VMT impact. Accordingly, VMT reduction measures will be necessary.

Strategies that reduce single-occupant automobile trips or reduce travel distances are called Transportation Demand Management (TDM) strategies. From a review of strategies included in the City's TIA Guidelines and the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2024) (GHG Reduction Handbook), the following measures have been selected to reduce project's VMT:

T-7 Implement Commute Trip Reduction Marketing (4.0%)

T-10 Provide End of Trip Bicycle Facilities (0.06%)

A VMT reduction of 4.06% would be achieved through the implementation of CTR measures. A reduction of 2.35% is required to reduce the VMT per employee to at or below regional level. As shown below, MM TRA-1 Trip Reduction Program and MM TRA-2 Provide End of Trip Bicycle Facilities would be implemented by the project's tenants to reduce the project's VMT.

Because the project is consistent with the General Plan land use designation of Heavy Industrial use, it is presumed to be consistent with the regional RTP/SCS. The project's cumulative impacts would be less than significant. The project would continue to implement MM-TRA-1 Trip Reduction Measures and would provide adequate bicycle parking per MM TRA-2.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

The following mitigation measures would be implemented to reduce the project's VMT impact.

MM TRA-1 Trip Reduction Program: Prior to the issuance of first Certificate of Occupancy, the project tenant will prepare a Trip Reduction program. The program shall include the following components:

- a) Set-up a Transportation Kiosk, either physically on-site or online, with transportation information that employees could access at work or on their smart phones or personal computers. If an online kiosk, information can be available on the company's website (or intranet, or internal website). The project developer or property manager will have responsibility for setting up and maintaining the information center. The Transportation Kiosk will have site-specific information about all the measures, services, and facilities discussed in this Program. In addition, the information center will include:
 - i. A summary of local bus routes and local bicycle facilities to provide further information about their routes and schedules, online or on-site sale of transit passes and the incentive programs available to transit users.
 - ii. Information about ride matching services and on-site ride matching) and the incentive programs available to carpools.
 - iii. Information about online commuter information for services such as Uber, Lyft, and other on-demand transportation services.
 - iv. A local bikeways map and bicycling resources
 - v. Availability of bicycle parking facilities such as lockers and amenities including bike pumps, repair stations, full coverage lighting and security cameras.
- b) The project tenant shall designate one employee as a transportation coordinator to ensure all the above information is available to employees. The transportation coordinator shall also facilitate carpool or ride matching opportunities for employees to reduce single

occupancy vehicle trips to the extent feasible. The transportation coordinator shall ensure that during emergencies or unexpected schedule changes guaranteed ride home service is available to individuals who use alternative transportation modes such as transit or bike.

MM TRA-2 Provide End of Trip Bicycle Facilities: The project will provide 8 bicycle parking spaces (four long-term bicycle parking spaces and four short-term parking spaces) which exceeds the City's parking code requirement of 1 bicycle parking space for every 25 car parking spaces. The bicycle parking spaces will consist of bicycle racks, and the project will provide bicycle lockers near the parking area. Where possible, appropriate designed electrical outlets will be included near the bicycle racks for charging electric bicycles (E-bikes).

Level of Significance After Mitigation

Less Than Significant Impact.

Threshold 4.17(c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	

Significance Threshold (Geometric Design Feature): Under the City's local significance threshold, the project would have significant effects if: A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department, may have a significant impact.

Significance Threshold (Incompatible Use): Under the City's local significance threshold, the project would have significant effects if: The Project would be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard.

Plans, Policies, and Programs

There are no PPPs applicable to the Project related to transportation hazards.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to transportation hazards.

Impact Analysis

The proposed access point for this development will primarily be Fleetwood Drive via Market Street and 24th Street. The proposed facility access off Fleetwood Drive is via three full-access driveways. The northernmost driveway would be a 30-foot-wide passenger vehicle driveway providing access to employee parking, truck loading and storage areas. The second driveway located in the middle of the site and would be a 40-foot-wide truck driveway, providing access to truck-loading and storage areas as well as EV and accessible parking spaces for employees. The southernmost driveway is 30-foot-wide passenger vehicle driveway to provide access to employee parking.

The Project is required to complete improvements within the existing 88-foot right-of-way that shall include, but are not limited to, pavement work as deemed adequate by the City Engineer and parkway improvements curb and gutter, landscape adjacent curb, and a 5-foot sidewalk.

In addition, the Project is located in an area developed and planned development of industrial uses. The Project would not be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard because of an incompatible use.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

Threshold 4.17(d). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in inadequate emergency access?			✓	

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

- 1) The project blocks roadways that provide emergency vehicle access during construction; or
- 2) The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

Plans, Policies, and Programs

PPP 4.9-5 from Section 4.9, *Hazards and Hazardous Materials*, is applicable to the Project and repeated here:

PPP 4.9-5 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

Project Design Features

There are no Project Design Features (PDFs) applicable to the Project pertaining to emergency access.

Impact Analysis

The Project would take access from Fleetwood Drive. During the course of the preliminary review of the Project, the Project's transportation design was reviewed by the City's Engineering

Department, County Fire Department, and County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

4.18 Tribal Cultural Resources

Threshold 4.18 (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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project causes a substantial adverse change or materially alters sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*

1. *Included or determined to be eligible for inclusion in the California Register of Historical Resources.*
2. *Included in a local register of historical resources as defined in subdivision (k) of §5020.1.*
3. *A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.*
4. *A historical resource described in §21084.1, a unique archaeological resource as defined in subdivision (g) of §21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of §21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).*

Impact Analysis

Historic Context

Research identified the current Project area as a general location associated with Native American occupation and/or use during prehistoric and protohistoric periods. It is also an area associated with historic Mexican period rancho activity, American period ranching and farming activity, and, more recently, recreational activity.

The Project site has remained vacant and undeveloped.

Research and Conclusions

A record search was conducted at the University of California, Riverside, Eastern Information Center (EIC), and the South Central Coastal Information Center (SCCIC) for the Project area. This search included a review of all recorded historic and prehistoric archaeological sites within a one-mile radius of the Project site. In addition, the California Points of Historical Interest (PHI), the listing of California Historical Landmarks (CHL), the California Register of Historic Resources Inventory (HRI) were checked. Historic maps were also reviewed.

Dudek's Phase I cultural resources inventory and Phase II evaluation conducted for the Project indicate a low likelihood of encountering intact subsurface archaeological deposits during construction. Records searches from the EIC and SCCIC did not identify any cultural resources within the Project area itself, although 35 previously recorded resources were found within a one-mile radius. Of these, 33 are historic-era built environment resources tied to the early- to mid-twentieth-century development of the Jurupa Valley and Riverside regions. Archival research shows the Project area was historically used for agriculture, and about 75% of the site has already been disturbed by past earth-moving activities. A search of the NAHC Sacred Lands File identified the presence of Native American cultural resources within one mile of the Project area; however, no specific details about their nature or exact locations were provided.

During the pedestrian survey, one newly identified historic-era archaeological resource (FD-DF-S-001) was recorded within the Project area. This resource consists of a three-walled cinder block foundation and is believed, based on historical maps and aerial imagery, to be the remains of an ancillary structure associated with a residence that once stood northwest of the site in the early to mid-twentieth century. After evaluation, Dudek determined that FD-DF-S-001 does not meet the criteria for designation as a historical resource. It is therefore considered ineligible for listing on the California Register of Historical Resources (CRHR) and is not regarded as a significant or unique archaeological resource under CEQA.

Considering the evaluation of FD-DF-S-001, the documented history of ground disturbance within the Project area, and the absence of previously recorded archaeological resources on or near the site, the potential for discovering intact subsurface archaeological deposits during Project implementation remains low. Accordingly, Dudek recommends that no additional archaeological studies or mitigation measures, including construction monitoring, are necessary for the Project.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

Threshold 5.18 (b) 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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		✓		

Tribal Cultural Resources consist of the following:

1. A tribal cultural resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
3. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 Consultation

Assembly Bill (AB) 52 created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project.

The Planning Department notified the following California Native American Tribes per the requirements of AB52:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Soboba Band Luiseño Indians
- San Manuel Band of Mission Indians
- Yuhaaviatam of San Manuel Nation

As a result of the AB52 consultation process, the following **Mitigation Measures TCR-1** through **TCR-3** are required:

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measure(s)

MM- TCR-1: Native American Monitoring Agreement. Prior to the commencement of any ground disturbing activities, which shall include but are not limited to demolition, pavement removal, potholing, auguring, grubbing, tree and vegetation removal, grading, excavation, and trenching the Applicant shall enter into a Monitoring Agreement with the Consulting Tribe(s) for Native American Monitor(s) to be onsite during ground disturbing activities allowed by the grading permit. A Consulting Tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.1(b).

The Monitoring Agreement shall include, but is not limited to, the following provisions:

- a) Provide a minimum of 30 days advance notice to the Consulting Tribe(s) of all ground disturbing activities.
- b) Conduct a Pre-Grade Meeting with the Project archeologist, Consulting Tribe(s), and grading contractor(s).
- c) In conjunction with the Archaeological Monitor(s) required by Mitigation Measure **MM-CR-1** under Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA23090, the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
- d) The onsite monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Native American Tribal Monitor(s) have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

The Project Proponent shall submit a fully executed copy of the Monitoring Agreement to the City of Jurupa Valley Planning Department to ensure compliance with this mitigation measure. If there are multiple Consulting Tribes involved, a separate Monitoring Agreement is required for each. The Monitoring Agreement shall not modify any condition of approval or mitigation measure.

MM-TCR-2: Unanticipated Discovery: The Permit Applicant or any successor in interest shall comply with the following for the life of the grading permit. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

- a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site.

- b) In the event the unanticipated discovery includes human remains and/or cremations no photographs are to be taken except by the coroner, with written approval by the Consulting Tribes(s).
- c) The Consulting Tribe(s), the Project Archaeologist (retained by the Permit Applicant under Mitigation Measure **MM-CR-1**, *Retain Professional Archaeologist*, of this Initial Study/Mitigated Negative Declaration document for MA23090, and the City of Jurupa Valley Community Development Department shall meet and confer, and discuss the find with respect to the following:
 - 1. Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so:
 - 2. Determine if the resource is listed or eligible for listing in the California Register on a “Local register of historical or resources” pursuant to Public Resources Code §5020.1 (k); or
 - 3. Pursuant to Public Resources Code § 5024.1 (c) as it pertains to the Consulting Tribe(s): (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or (4) Has yielded, or may be likely to yield, information important in prehistory or history.
- d) If the resource(s) are Native American in origin [and not a historical resource as defined by Public Resources Code §5020.1 (k) or §5024.1 (c)], the Consulting Tribe will retain it/them in the form and/or manner the Consulting Tribe (s) deems appropriate, for educational, cultural and/or historic purposes. If multiple Consulting Tribes (s) are involved, and a mutual agreement cannot be reached as *to the form and manner of disposition of the resource(s), the City shall request input from the Native American Heritage Commission and render a final decision.*
- e) If the resource(s) is both a tribal cultural resource and a historic resource, the Project Archaeologist, the Consulting Tribe (s), and the City of Jurupa Valley Planning Department shall meet and confer and discuss the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural and historic resource. Treatment, at a minimum, shall be consistent with Public Resources Code § 21084.3 (b). The appropriate treatment shall be prepared in conjunction with the Archaeological Treatment plan required by Mitigation Measure **MM-CR-2** of the Initial Study/Mitigated Negative Declaration for MA20269. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

MM-TCR-3: Tribal Cultural Resources Final Report: If a Tribal cultural resource is also a historic resource defined above, the resource shall be included in the Final Report required by Mitigation Measure **MM-CR-2** of the Initial Study/Mitigated Negative Declaration for MA23090.

Level of Significance After Mitigation

Less than significant.

4.19 Utilities And Service Systems

The following analysis is based in part on the following technical reports:

Preliminary WQMP, Cannon Corporation, dated January 14, 2025, included as Appendix G.

Water and Sewer "Will-Serve Letter", Rubidoux Community Services District, dated March 6, 2025, included as Appendix H.

Drainage Report, Cannon Corporation, dated April 15, 2025, included as Appendix E.

Air Quality, Greenhouse Gas Emissions, and Energy Technical Report, Dudek, dated March 2026, included as Appendix A.

Threshold 4.19 (a). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The if the installation of water, wastewater treatment, storm water drainage, electric power, natural gas, telecommunication facilities impacts any of the environmental topics in this Initial Study to a degree that impacts cannot be mitigated to less than significant levels.

Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems. The following applies to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.19-1 Compliance with Rubidoux Community Services District Requirements. The Project must comply with the Rubidoux Community Services District rules, regulations, conditions, requirements, and fees for commercial and industrial projects regarding water and sewer services.

Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of utilities and services.

Impact Analysis

Water Service

The Project will connect to the existing Rubidoux Community Services District (RCSD) water service available from an existing 12-inch waterline in Fleetwood Drive.

Sewer Service

The Project will connect to the existing RCSD sewer service available from an existing 8-inch diameter sewer line in Fleetwood drive.

Storm Drainage Improvements

The Project's existing site slopes from the northwest to the southeast, the surface being composed of compacted gravel and bare earth. The existing drainage pattern is being preserved with flows from the northwest to southeast to an existing outfall. The drainage plan runoff from the impervious areas to be collected and conveyed to three (3) proprietary infiltration galleries.

Electric Power Facilities

The Project will connect to the existing Southern California Edison electrical distribution facilities available in the vicinity of the Project site.

Natural Gas Facilities

The Project will connect to the existing Southern California Gas natural gas distribution facilities available in the vicinity of the Project site.

Telecommunication Facilities

Telecommunication facilities include a fixed, mobile, or transportable structure, including, all installed electrical and electronic wiring, cabling, and equipment, all supporting structures, such as utility, ground network, and electrical supporting structures, and a transmission pathway and associated equipment in order to provide cable TV, internet, telephone, and wireless telephone services to the Project site. Services that are not provided via satellite will connect to existing facilities maintained by the various service providers.

Conclusion

The installation of the facilities at the locations as described above are evaluated throughout this Initial Study. In instances where impacts have been identified, **Plans, Policies, Programs (PPP) or Mitigation Measures (MM)** are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout this Initial Study would not be required.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Threshold 4.19 (b). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if: The project results in the water purveyor (e.g., Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.

Plans, Policies, and Programs (PPPs)

PPP 4.19-1 shall apply.

Project Design Features (PDFs)

There are no PDF's related to the topic of water supplies.

Impact Analysis

Water service would be provided to the Project site by Rubidoux Community Services District (RCSD). The Project will connect to the existing water service available near the site through an existing 12-inch waterline in Fleetwood Drive.

The Project's water demand at 0.42 ac.ft./year was estimated for domestic water use and 12.96 ac.ft./year for landscaping use from the "Will Serve Letter" found in Appendix H. RCDS current water supply has sufficient capacity to meet its long-term current customers' needs per the 2022 Urban Water Management Plan (UWMP), and its short-term current customers' needs and that of the proposed development.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Threshold 4.19 (c). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.*

Plans, Policies, and Programs (PPPs)

PPP 4.19-1 shall apply.

Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of wastewater services.

Impact Analysis

Wastewater treatment service would be provided to the Project site by Rubidoux Community Services District (RCSD). The Project received a Water and Sewer Will Serve Letter from RCSD that states that sewer service is available from the existing 8-inch diameter sewer line in Fleetwood Drive. RCSD maintains 3.055 MGD capacity rights in the City of Riverside Regional Wastewater Treatment Plant (RWQCP) facilities. The Project is estimated to produce an average waste flow of 0.042 MGD. The average flow from RCSD to RWQCP between 2019 and 2021 was 1.75 MGD and as such RCSD has an approximately 1.305 MGD excess capacity and sufficient capacity to meet the needs from the proposed development.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Threshold 4.19 (d). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	

Significance Threshold: Under the City's local significance threshold, the project would have significant effects if:
A project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:

- *CSSF 2.67 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.*
- *State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.*

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to landfill capacity. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.19-2 The Project shall comply with Section 4.408 of the 2022 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa Valley shall review and verify the Contractor's documentation that confirm the volumes and types of waste that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

PPP 4.19-3 The Project shall comply with Section 6.77.040 – Requirements for commercial organic waste generators, which establishes recycling and organics collection requirements for commercial businesses including industrial facilities.

Impact Analysis

Solid waste from Jurupa Valley is transported to the Robert A. Nelson Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Solid waste generated during long-term operation of the Project would primarily be disposed at the Badlands Sanitary Landfill and/or El Sobrante Landfill. Table 4.19-1 describes the capacity and remaining capacity of these landfills.

Table 4.19-1. Capacity of Landfills Serving Jurupa Valley

Landfill	Capacity (cubic yards)	Remaining Capacity (cubic yards)	Estimated Closure Date
Badlands Sanitary Landfill	82,300,000	4,900,000	1/1/2059
El Sobrante Landfill	209,910,000	121,083,583	1/1/2051

Source: CalRecycle, SWIS Facility/Site Activity Details website, April 2026.

Construction Related Impacts

The California Green Building Standards Code ("CAL Green"), requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. The City of Jurupa Valley Building and Safety Department reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CAL Green solid waste requirements as required by **PPP 4.19-1** will ensure that construction waste impacts are less than significant.

In addition, as shown in Table 4.19-1 above, the landfills serving the Project site receive well below their maximum permitted daily disposal volume and demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. As such, these regional landfill facilities would have sufficient daily capacity to accept construction solid waste generated by the Project.

Operational Related Impacts

Based on solid waste generation usage obtained from the Project's *CalEEMod Datasheets from the Project's Air Quality & GHG Assessment* (Appendix A), the Project would generate approximately 101.06 tons of solid waste per year or 0.28 tons per day. Table 4.19-2 compares the Project's waste generation against the remaining landfill capacity.

Table 4.19-2: Project Waste Generation Compared to Landfill Daily Throughput

Landfill	Landfill Daily Throughput (tons per day)	Project Waste (tons per day)	Project Percentage of Daily Throughput
Badlands Sanitary Landfill	5,000	0.28	0.0056%
El Sobrante Landfill	16,054	0.28	0.0017%

As shown on Table 4.19-2, the Project's solid waste generation will add a minimal amount of additional solid waste of the remaining capacity of the Badlands Sanitary Landfill or the El Sobrante Sanitary Landfill. As such, the Project is not anticipated to cause these landfills to exceed their remaining capacities.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Threshold 4.19 (e). Would the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: A project may have a significant impact if it does not participate in individual programs (i.e., solid waste pickup, recycling) identified in the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).*

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to solid waste. This measure will be included in the Project's Mitigation Monitoring and Reporting Program:

PPP 4.19-2 and 4.18-3 shall apply.

Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

Impact Analysis

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Assembly Bill 341 sets a Statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses. City of Jurupa Valley General Plan Policy CSSF 2.66 *Waste Diversion* sets a goal of at least the minimum construction and demolition waste diversion requirement of 75 percent.

The Project would be required to coordinate with Burrtec Waste Industries, Inc., the waste hauler, to develop collection of recyclable material for the Project on a common schedule as set forth in applicable local, regional, and state programs identified in the Countywide Integrated Waste Management Plan (CIWMP). Recyclable materials that could be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project would be required to implement **PPP 4.18-2** and comply with applicable elements of AB 939, and other applicable local, state, and federal solid waste disposal standards. This would ensure that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Accordingly, impacts would be less than significant.

Level of Significance Before Mitigation:

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

4.20 Wildfire

Threshold 4.20 (e). Wildfire.	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Is the project located in or near state responsibility areas or lands classified as very high fire hazard severity zones?			✓	

Screening Criteria: *Under the City's local significance threshold, the project would have significant effects if: The project site is **not** located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have no impact absent substantial evidence to the contrary.*

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The project is site located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or located within a High Fire hazard severity zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in jurupa Valley, impacts may be significant if it:*

- a) Impair an adopted emergency response plan or emergency evacuation plan?
- 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?
- 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.
- 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?

Plans, Policies, and Programs (PPPs)

No plans, policies, or programs apply to Project related to wildfire.

Project Design Features (PDFs)

No project design features apply to Project related to the topic of wildfire.

Impact Analysis

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. As stated in the State of California's General Plan Guidelines: "California's increasing population and expansion of development into

previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires." To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs).

According to General Plan Figure 8-11, *Wildfire Severity Zones in Jurupa Valley*, the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, Thresholds 4.20 (a) through 4.20 (d) below require no response.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

Mitigation is not required.

Level of Significance After Mitigation

Less Than Significant Impact.

Threshold 4.20 (a) Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	N/A	N/A	N/A

Threshold 4.20 (b) Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	N/A	N/A	N/A	N/A

Threshold 4.20 (c) Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	N/A	N/A	N/A	N/A

Threshold 4.20 (d) Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes?	N/A	N/A	N/A	N/A

4.21 Mandatory Findings Of Significance

Threshold 4.21(a) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have the potential to 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, 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?		✓		

Significance Threshold Under the City's local significance threshold, the project would have significant effects if: The Plans, Policies, or Programs (PPPs), Project Design Features (PDFs), or Mitigation Measures identified in the Initial Study prepared for the project do not reduce potentially significant impacts to a less than significant level, impacts are considered to be significant.

Impact Analysis

As indicated in this Initial Study, biological resources, cultural resources, paleontological resources, and tribal cultural resources may be adversely impacted by Project development. The following mitigation measures are required to reduce impacts to less than significant levels.

- **BIO-1:** Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection
- **BIO-2:** Nesting Bird Survey and Protection
- **BIO-3:** Pre-Construction Survey for Crotch's Bumble Bee.
- **BIO-4:** Construction-Related Indirect Impacts to Biological Resources.
- **BIO-5:** Long-Term Indirect Impacts to Biological Resources.
- **CR-1:** Archaeological Monitoring
- **CR-2:** Archeological & Cultural Management/Treatment Plan
- **CR-3:** Cultural Resources Final Report
- **GHG-1:** Provision of Electrical Infrastructure and Use of Electrical Construction Equipment
- **GHG-2:** Construction Equipment Idling Restrictions

- **GHG-3:** Truck Idling Restrictions and Anti-Idling Signage
- **GHG-4:** Zero-Emission Off Road Equipment Requirements
- **TRA-1:** Trip Reduction Program
- **TRA-2:** Provide End of Trip Bicycle Facilities
- **TCR-1:** Native American Monitoring Agreement
- **TCR-2:** Unanticipated Discovery
- **TCR-3:** Tribal Cultural Resources Final Reporting

Threshold 4.21 (b) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?		✓		

Significance Threshold: If the Plans, Policies, or Programs (PPPs), Project Design Features (PDFs), or Mitigation Measures identified in the Initial Study prepared for the project do not reduce potentially significant impacts to a less than significant level, impacts are considered to be significant.

Impact Analysis

The cumulative impacts analysis provided here is consistent with §15130(a) of the CEQA Guidelines, in which the study of cumulative effects of a project is based on two determinations:

- Are the combined impact of this project and other projects significant?
- If so, is the project’s incremental effect cumulatively considerable, causing the combined impact of the projects evaluated to become significant? The cumulative impact must be analyzed only if the combined effects are significant, and the Project’s incremental effect is found to be cumulatively considerable (CEQA Guidelines 15130(a)(2) and (3)).

The analysis of potential environmental impacts in Section 4.0, Environmental Analysis, of this Initial Study concluded that the Project would have no impact or a less than significant impact for all environmental topics, except Biological Resources, Cultural Resources, Tribal Cultural Resources, and Utilities and Service Systems (installation of facilities that involves disturbance of previously undisturbed land). For these resources, Mitigation Measures are required to reduce impacts to less than significant levels as discussed below.

Biological Resources

As discussed in Section 4.4, Biological Resources, of this Initial Study, future development will impact the available biological resources present on the site. All the vegetation will be removed during future construction activities. However, because construction may not occur immediately, the potential exists for colonization of burrowing owls in the days or weeks preceding ground

disturbing activities. Additionally, clearing and ground disturbance has a potential to impact nesting birds. Therefore, Mitigation Measures **MM-BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection**, **MM-BIO-2: Nesting Bird Survey and Protection** are required.

Development activities will also impact wildlife, and those with limited mobility (i.e., small mammals and reptiles) will experience increases in mortality during the construction phase. More mobile species (i.e., birds, large mammals) will be displaced into adjacent areas and will likely experience minimal impacts. However, the Burrowing Owl and Nesting Birds are known to be located within the regional area. Due to their transient nature, they have the potential to inhabit the site in the future. Therefore, Mitigation Measures **BIO-1**, and **BIO-2**, are required to ensure any impacts remain less than significant.

Development of the Project has the potential to impact the Crotch's Bumble Bee therefore Mitigation Measure **MM BIO-3: R Pre-Construction Survey for Crotch's Bumble Bee** is required to ensure impacts remain than significant.

The Project site is located adjacent to Santan Ana River and MSHCP Conservation Areas and therefore Mitigation Measures **MM-BIO-4 Construction-Related Indirect Impacts to Biological Resources**, **MM-BIO-5 Long-Term Indirect Impacts to Biological Resources**) are required to ensure impacts remain than significant.

Overall, the loss of areas of disturbed unvegetated and areas dominated by non-native ruderal species is not expected to have a significant cumulative impact on the overall biological resources in the region. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Cultural Resources

As discussed in Section 4.5, Cultural Resources, of this Initial Study, the records search, and recently conducted area field surveys did not identify any cultural resources, including historic and prehistoric sites or historic-period buildings within the project site boundaries. Research results, combined with surface conditions, have failed to indicate sensitivity for buried cultural resources. No additional cultural resources work or monitoring is necessary during proposed activities associated with the development of the earthmoving activities. If previously undocumented cultural resources are identified during earthmoving activities, in that case, a qualified archaeologist should be contacted to assess the nature and significance of the find, diverting construction excavation, if necessary, as required by Mitigation Measures **CR-1 through CR-3**. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Tribal Cultural Resources

As discussed in Section 4.18, Tribal Cultural Resources, of this Initial Study, construction and operation of the Project would include activities limited to the confines of the Project site. The tribal consultation conducted through the AB5-2 consultation processes determined that by implementing Mitigation Measures **TCR-1 through TCR-3** the Project's impacts to tribal cultural resources would be less than significant. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Utilities and Service Systems

As discussed in Section 4.19, Utilities and Service Systems, of this Initial Study, the installation and construction of the sewer, water, storm drainage facilities will result in earth moving that may impact Biological Resources, Cultural Resources, and Tribal Cultural Resources. Potential impacts to these resources are mitigated by Mitigation Measures **BIO-1, BIO-2, BIO-3, BIO-4, CR-1, CR-2, CR-3, and TCR-1 through TCR-3**. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

In instances where impacts have been identified, the Plans, Policies, or Programs were applied to the Project based on federal, state, or local law currently in place that effectively reduces environmental impacts, or Mitigation Measures are required to reduce impacts to less than significant levels. Therefore, potential adverse environmental impacts of the Project, in combination with the impacts of other past, present, and future projects, would not contribute to cumulatively significant effects.

Threshold 4.21 (c) Does the Project:	Potentially Significant or Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Significance Threshold: *Under the City's local significance threshold, the project would have significant effects if: The Plans, Policies, or Programs (PPPs), Project Design Features (PDFs), or Mitigation Measures identified in the Initial Study prepared for the project do not reduce potentially significant impacts related to Aesthetics, Agriculture and Forestry Resources, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, Utility and Service Systems, and Wildfire to a less than significant level, impacts are considered to be significant.*

Under this threshold, the types of impacts analyzed consist of those that affect human health and well-being. As indicated by this Initial Study, the Project does not cause or with mitigation result in significant impacts related to Aesthetics, Agriculture and Forestry Resources, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, Utility and Service Systems, or Wildfire. As such, impacts are considered less than significant, and no mitigation is required.

5.0 MITIGATION MONITORING REPORTING PROGRAM

PROJECT NAME: MA23090 Fleetwood Industrial Project

DATE: May 4, 2026

PROJECT MANAGER: Oscar Estrada, Associate Planner

PROJECT DESCRIPTION: The Project proposes the development of an approximately 81,500 square-foot industrial building that includes approximately 55,000 square feet for manufacturing, 20,000 square feet for fabrication, 3,250 square feet of office space, and 3,250 square feet mezzanine space for a tire recycling business on a site designated in the General Plan as Heavy Industrial (HI) and zoned M-H (Manufacturing Heavy) on approximately 9.70-acres and requires a Site Development Permit.

The proposed access point for this development will primarily be Fleetwood Drive via Market Street and 24th Street. The proposed facility access off Fleetwood Drive is via three full-access driveways. The northernmost driveway would be a 30-foot-wide passenger vehicle driveway providing access to employee parking, truck loading and storage areas. The second driveway located in the middle of the site and would be a 40-foot-wide truck driveway, providing access to truck-loading and storage areas as well as EV and accessible parking spaces for employees. The southernmost driveway is 30-foot-wide passenger vehicle driveway to provide access to employee parking.

PROJECT LOCATION: The Project site is located in the northeastern portion of the City of Jurupa Valley, in the County of Riverside at 2240 Fleetwood Drive, south of Via Ricardo, and east of Via Cero and is identified by the following Assessor Parcel Numbers: APNs: 178-350-022, -024, -029, and -030. The Project is mapped on the U.S. Geological Survey San Bernardino Baseline and Meridian 7.5-minute topographical quadrangle in Section 16, Range 6 West, Township 4 South.

Throughout this *Mitigation Monitoring and Reporting Program*, reference is made to the following:

- ***Plans, Policies, or Programs (PPP)*** – These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduce environmental impacts.
- ***Mitigation Measures (MM)*** – These measures include requirements that are imposed where the impact analysis determines that implementation of the proposed Project would result in significant impacts; mitigation measures are proposed in accordance with the requirements of CEQA.

Any applicable Plans, Policies, or Programs (PPP) were assumed and accounted for in the assessment of impacts for each issue area. Mitigation Measures were formulated only for those issue areas where the results of the impact analysis identified significant impacts. All three types of measures described above will be required to be implemented as part of the Project.

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
AESTHETICS			
PPP 4.1-1 As required by Municipal Code Section 9.155.030 (c), structures shall not exceed forty (40) feet at the yard setback line, buildings shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. Structures other than buildings shall not exceed seventy-five (50) feet in height, unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370.	Engineering Department Community Development Planning Department	Prior to the issuance of building permits	
PPP 4.1-2 Municipal Code Section 9.155.030 (k). – Lighting. All lighting fixtures, including spotlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property	Engineering Department Community Development Planning Department	Prior to the issuance of building permits	
PPP 4.1-3 As required by Municipal Code section 9.155.030 (i), all utilities serving and within the Project site shall be placed underground except electrical lines rated at 33 kV or greater.	Engineering Department Community Development Planning Department	Prior to the issuance of occupancy permits	
PPP 4.1-4 All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.	Engineering Department Community Development Planning Department	Prior to the issuance of building permits	
MM-BIO-4 Construction-Related Indirect Impacts to Biological Resources – i) Night Work: All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum of 50-foot buffer from the edge of any MSHCP Conservation areas the adjacent open space.	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of building permits and during operation	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
(MM) BIO-5 Long-Term Indirect Impacts to Biological Resources – c) <u>Lighting:</u> Lighting. All permanent lighting shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting.	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of building permits and during operation.	
AIR QUALITY			
PPP 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.	Building & Safety Department Engineering Department Community Development Planning Department	During grading	
PPP 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, " <i>Sulphur Content and Liquid Fuels</i> ." The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particles during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.	Building & Safety Department Engineering Department Community Development Planning Department	During construction	
PPP 4.3-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, " <i>Architectural Coatings</i> " Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.	Building & Safety Department Engineering Department Community Development Planning Department	During construction and on-going	
PPP 4.3-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 " <i>PM10 Emissions from Paved and Unpaved Roads and Livestock Operations</i> " and Rule 1186.1, " <i>Less-Polluting Street Sweepers</i> ." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.	Building & Safety Department Engineering Department Community Development Planning Department	During construction and on-going	
PPP 4.3-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 401, " <i>Visible</i>			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
<i>Emissions.</i> Rule 401 requires implementation of best available control measures to ensure no emissions are visible beyond the site boundary.			
PPP 4.3-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.	Community Development Planning Department	On-going	
BIOLOGICAL RESOURCES			
PPP 4.4-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCHP) as required by Municipal Code Chapter 3.80.	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit	
PPP's 4.9-1 in Section 4.9, <i>Hazards and Hazardous Materials</i> PPP's 4.10-1 through PPP 4.10-3 in Section 4.10, <i>Hydrology and Water Quality</i> shall apply.			
MM- BIO-1: Pre-construction Burrowing Owl / Burrowing Owl Protection To avoid project-related impacts to burrowing owls potentially occurring on or in the vicinity of the project site, a pre-construction presence/absence survey for burrowing owl within the Impact Site (and 500- foot survey buffer) where suitable habitat is present in accordance with the March 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area shall be conducted by a qualified biologist within 30 days prior to the commencement of ground disturbing activities including vegetation clearing, grubbing, tree removal, or site watering. In addition, a preconstruction survey for burrowing owl shall be conducted within 3 days prior to initiation of Project activities and reported to CDFW. Additionally, if ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey shall again be necessary to minimize the possibility burrowing owl have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above shall be necessary. If no burrowing owls are observed during the survey, site preparation and construction activities may begin. If burrowing owl are present, If	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
active burrowing owl burrows are detected during the breeding season within the survey area, then avoidance or minimization measures shall be undertaken in consultation with the City of Jurupa Valley, California Department of Fish and Wildlife (CDFW) and US Fish and Wildlife Service (USFWS). CDFW shall be sent written notification within 48 hours of detection of burrowing owls. If active nests are identified on an implementing project site during the pre-construction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. The qualified biologist and Project Applicant shall coordinate with the City, CDFW, and USFWS to develop a Burrowing Owl Plan to be approved by the City, CDFW, and USFWS prior to commencing Project activities. The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The City will implement the Burrowing Owl Plan following CDFW and USFWS review and approval. If active burrowing owl burrows are detected outside the breeding season or during the breeding season and its determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with the City of			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
Jurupa Valley and CDFW. within Impact Site(s) during Project implementation and construction, the Project applicant shall notify CDFW immediately in writing within 48 hours of detection. A Burrowing Owl Plan will be submitted to CDFW for review and approval within two weeks of detection and no Project activity will continue within 1000 feet of the burrowing owls until CDFW approves the Burrowing Owl Plan. The City shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan. A final report shall be prepared by a qualified biologist documenting the results of the burrowing owl surveys and detailing avoidance, minimization, and mitigation measures. The final report will be submitted to the City and CDFW within 30 days of completion of the survey and burrowing monitoring for mitigation monitoring compliance record keeping.	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit	
MM- BIO-2: Nesting Bird Survey and Protection. To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) should be conducted, to the greatest extent possible, outside of the nesting season. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including diskling, vegetation grubbing, and grading. The survey area will include the project impact footprint and a 500-foot buffer where legal access is granted around the disturbance footprint. Within 72 hours of the nesting bird survey, all areas surveyed by the biologist will be cleared by the Contractor or a supplemental nesting bird survey is required. The survey results shall be provided to the City's Community Development Department. The Project Applicant shall adhere to the following:			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
1. Applicant shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. 2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If active nests or nesting birds (including nesting raptors) are identified during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist and approved by the City of Jurupa Valley, based on their best professional judgement and experience. The buffer areas shall be avoided until the Project biologist determines the young have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned. The Designated Biologist shall monitor			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. The qualified biologist shall halt all construction activities within proximity to an active nest if it is determined that the activities are harassing the nest and may result in nest abandonment or take. The qualified biologist shall also have the authority to require implementation of avoidance measures related to noise, vibration, or light pollution if indirect impacts are resulting in harassment of the nest. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.			
MM BIO-3: Pre-Construction Survey for Crotch's Bumble Bee. To pre-construction survey for Crotch's bumble bee shall be conducted within the construction footprint prior to the start of ground-disturbing construction activities occurring during the Crotch's bumble bee nesting period (February 1 through October 31). The survey shall ensure that no nests for Crotch's bumble bee are located within the construction area. The pre-construction survey shall include: (1) a habitat assessment and (2) focused surveys, both of which shall be based on recommendations described in the Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species, released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current version at the time of construction. The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat on site including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
piles, and human-made structures that may support bumble bee colonies, such as rock walls, rubble, and furniture. The habitat assessment shall be repeated prior to February 1 in each year ground-disturbing activities occur to determine if nesting resources are present within the impact area. If nesting resources are present in the impact area, focused surveys shall be conducted. The focused survey shall be performed by a biologist with expertise in surveying for bumble bees and include at least three survey passes that are not on sequential days or in the same week, preferably spaced 2 to 4 weeks apart. The timing of these surveys shall coincide with the colony active period (April 1 through August 31 for Crotch's bumble bee). Surveys may occur between 1 hour after sunrise and 2 hours before sunset. Surveys shall not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors shall wait at least 1 hour following rain. Optimal surveys are conducted when there are sunny to partly sunny skies and a temperature greater than 60°F. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Within non-developed habitats, the biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the biologist shall watch the nest resources for up to 5 minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency such that their presence would be apparent after 5 minutes of observation. If a bumble bee worker is detected, then a representative shall be identified to species. Biologists should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them, depending on their proximity to one another. It is up to the discretion of the biologist regarding the actual survey viewshed limits from the chosen vantage point to determine which would provide 100% visual coverage; this could include a 30- to 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes). Identification shall include trained biologists netting/capturing the representative bumble bee in appropriate insect nets, per the protocol in U.S. National Protocol Framework for the Inventory and Monitoring of Bees. The bee shall be placed in a clear container for observation and photographic documentation, if able. The bee shall be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee—identifying characteristics cannot be adequately captured in the container due to movement, the container shall be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee shall be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. The bumble bee shall be released into the same area from which it was captured upon completion of identification. Based on implementation of this method on a variety of other bumble bee species, they become active shortly after removal from the cold environment, so photography must be performed quickly. If Crotch's bumble bee nests are not detected, no further mitigation would be required. The mere presence of foraging Crotch's bumble bees would not require implementation of additional minimization measures because they can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch's bumble bee are detected within the construction area, no construction activities shall occur within 100 feet of the nest, or as determined by a qualified biologist through evaluation of topographic features or distribution of floral resources. The nest resources shall be avoided for the duration of the Crotch's bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest, as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly mobile and can independently disperse outside of the construction			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
footprint to surrounding open space areas that support suitable hibernacula resources. A written survey report shall be submitted to the City of Jurupa Valley and CDFW within 30 days of the pre-construction survey. The report shall include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch's bumble bee nest sites or individuals observed. The survey report shall include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers and a detailed habitat assessment. If Crotch's bumble bee nests are observed, the survey report shall also include recommendations for avoidance, and the location information shall be submitted to the California Natural Diversity Database at the time of, or prior to, submittal of the survey report. If the above measures are followed, it is assumed that the Project shall not need to obtain authorization from CDFW through the CESA Incidental Take Permit process. If the nest resources cannot be avoided, as outlined in this measure, the Project applicant shall consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch's bumble bee may supersede measures provided in this CEQA document and shall be incorporated into the habitat mitigation and monitoring plan. In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch's bumble bee shall be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the Project, or as otherwise determined through the Incidental Take Permit process. Mitigation shall be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate shall be prepared to estimate the initial start-			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source shall be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation easement(s). The endowment amount shall be established following the completion of a Project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record shall take into account all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.			
MM BIO-4: Construction-Related Indirect Impacts to Biological Resources To Prior to issuance of a grading permit, the Project's Applicant/Developer shall include the following in the construction contractor's plans and specifications to address indirect construction-related impacts to special-status species: a) Biological Monitoring. A qualified Project biologist shall monitor ground-disturbing and vegetation-clearing activities for the duration of the Project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat, species of concern, and other sensitive biological resources outside the Project footprint. Once ground-disturbing and vegetation-clearing activities are complete, the Project biologist shall conduct weekly checks in order to inspect construction fencing and ensure that all applicable requirements from the mitigation measures are being upheld. b) Worker Environmental Awareness Training. Prior to grading, a pre-construction meeting shall be required that includes a training session for Project personnel by a qualified biologist. The training shall include (1) a description of the species of concern and its habitats; (2) the general provisions of the applicable regulations pertaining to biological resources, including the Federal Endangered Species Act, California Endangered Species Act, and	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
the Clean Water Act; (3) the need to adhere to the provisions of the Endangered Species Act, the Clean Water Act, and other applicable regulations; (4) the penalties associated with violating the provisions of the Endangered Species Act, Clean Water Act, and other applicable regulations; (5) the general measures that are being implemented to conserve the species of concern as they relate to the Project; and (6) the access routes to and study area boundaries within which the Project activities must be accomplished. Additionally, the training shall include the measures and mitigation requirements for the applicable resources. Copies of the mitigation measures shall be made available to construction personnel. The video can be recorded so that multiple personnel are able to watch the material. The training shall be provided in alternate languages, as needed. c) Delineation of Property Boundaries. Before beginning activities that would cause impacts, the contractor shall, in consultation with the biological monitor, clearly delineate the boundaries with fencing, stakes, or flags, consistent with the grading plan, within which the impacts will take place. All impacts outside the fenced, staked, or flagged areas shall be avoided, and all fencing, stakes, and flags shall be maintained until the completion of impacts in that area. In addition, any avoided environmental resources shall be clearly delineated. Prior to implementing construction activities, the biological monitor shall verify that the flagging clearly delineates the construction limits and any sensitive environmental resources to be avoided. d) Standard Dust Control Measures. Standard dust control measures as per the South Coast Air Quality Management District shall be implemented to reduce dust impacts on nearby conserved lands, plants, and wildlife. Measures include controlling speed to 15 mph or less on unpaved roads, replacing ground cover in disturbed areas as quickly as possible, frequently watering active work sites,			

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installing shaker plates, and suspending excavation and grading operations during periods of high winds. e) Stormwater Pollution Prevention Plan. Prior to issuance of a grading permit for construction, the applicant shall submit a stormwater pollution prevention plan (SWPPP) to the City of Jurupa Valley that specifies best management practices to prevent all construction pollutants from contacting stormwater, with the intent of keeping sedimentation or any other pollutants from moving off site and into receiving waters. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Best management practices categories employed on site would include erosion control, sediment control, and non-stormwater (good housekeeping). f) Minimize Spills of Hazardous Materials. All vehicles and equipment shall be maintained in proper condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Hazardous spills and contaminated soil shall be immediately cleaned up and the contaminated soil shall be properly handled or disposed of at a licensed facility. Servicing of construction equipment shall take place only at a designated staging area. g) Wildlife Hazards. The following measures shall be implemented to ensure that wildlife do not become trapped, entangled, injured, or poisoned by construction activities: - Structures in which wildlife may become trapped (e.g., open pipes, pits, trenches) shall be tightly covered at the end of each workday. If covering the structure is not possible, an escape ramp shall be provided to allow any wildlife that falls in to safely escape. - Debris piles, construction materials, equipment, and other items that may be used as wildlife refuge shall be inspected for wildlife at the start of each workday and prior to disturbance. If wildlife is discovered, it shall			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
either be moved out of harm's way by a qualified biologist or allowed to move off of the study area on its own. - Nets and mesh shall be made of loose-weave material that is not fused at the intersections of the weave, as nets with welded weaves present an entanglement risk. - Toxic materials and garbage shall be removed from the work site and safely stored or disposed of at the end of each workday. h) Invasive Weeds. In order to reduce the spread of invasive plant species, landscape plants shall not be those found in MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation areas, or on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory: (http://www.cal-ipc.org/ib/inventory/index.php). i) Night Work. All short-term construction lighting shall be facing active work areas only and shall be shielded to avoid light spillover and shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting. If lighting is required during construction activities that would occur during or after sunset, the lighting fixtures shall be located on the interior of work areas with a minimum of 50-foot buffer from the edge of any MSHCP Conservation areas the adjacent open space. MM-BIO-5 Long-Term Indirect Impacts to Biological Resources.: Prior to issuance of a construction permit, the Project's Applicant/Developer shall include in the construction plans and specifications the following to address indirect impacts to special-status species: a) Runoff. Development shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System requirements, to ensure that the quantity and	Project Biologist, Engineering Department Community Development Planning Department	Prior to the issuance of a building permits	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
quality of runoff discharged is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into proposed open space or suitable habitat for special-status species. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes. This can be accomplished using a variety of methods including natural detention basins, grass swales, or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems. b) Toxicants. Land uses that use chemicals or generate bioproducts, such as manure, fertilizer, or vineyard waste, that are potentially toxic or may adversely affect plant species, wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharges. Measures such as those employed to address drainage issues shall be implemented. c) Lighting. All permanent lighting shall be directed away from Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation areas and open space areas to protect species from direct lighting. d) Noise. Proposed noise-generating land uses affecting suitable habitat for special-status species shall incorporate setbacks, berms, or walls to minimize the effects of noise on resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife should not be subject to noise that would exceed residential noise standards. e) Invasive Species. When approving landscape plans for future development, emphasis shall be placed on using native species that occur in the region. Invasive, non-native plant species listed in			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
MSHCP Table 6-2, Plants that Should be Avoided Adjacent to the MSHCP Conservation Areas, or on the most recent California Invasive Plant Council inventory (https://www.cal-ipc.org/plants/inventory/) with a rating of moderate or high shall not be included in landscaping. f) Barriers. Development shall incorporate barriers, where appropriate in individual Project designs, to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in proposed open space and/or suitable habitat for special-status wildlife. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.			
CULTURAL RESOURCES			
PPP 4.5-1 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.	Project Archaeologist, Engineering Department Community Development Planning Department	Prior to the issuance of grading permits and during construction	
MM-CR-1: Archaeological Monitoring. Prior to commencement of any ground disturbing activities, which shall include but are not limited to demolition, pavement removal, potholing, auguring, grubbing, tree and vegetation removal, grading, excavation, and trenching the Applicant shall provide evidence to the City of Jurupa Valley Community Development Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resource Consultant List maintained by the County of Riverside Planning Department, has been contracted to implement Archaeological Monitoring for the area of impact for the Project. Monitoring shall be conducted in coordination with the Consulting Tribe(s), defined as a Tribe that initiated the tribal consultation process for the Project as provided for in Public Resources Code §21080.3.1(b) ("AB52") and has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the	Project Archaeologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-1 shall be placed on the grading plan.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
City. Monitoring shall address the details of all ground-disturbing activities and provide procedures that must be followed to avoid or reduce potential impacts on cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of the Archaeological Monitoring Agreement shall be provided to the City of Jurupa Valley Planning Department prior to commencement of any ground disturbing activities, which shall include but are not limited to demolition, pavement removal, potholing, auguring, grubbing, tree and vegetation removal, grading, excavation, and trenching to ensure compliance with this measure. If the resource is significant, Mitigation Measure CR-2 shall apply			
<u>MM- CR-2: Archaeological & Cultural Management/Treatment Plan.</u> The Project Archaeologist shall prepare and implement a treatment plan to protect the identified archaeological and cultural resources from damage and destruction. The treatment plan shall be per CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code § 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementing archaeological data recovery excavations to remove the resource and subsequent laboratory processing and analysis. To address the treatment for items of Native American Cultural Patrimony, or Tribal Cultural Resources, the Treatment Plan shall be developed in coordination with the Consulting Native American Tribe(s), as described in Mitigation Measure TCR-1 through TCR-3 of the Initial Study/Mitigated Negative Declaration for MA23090 and subject to final approval by the City	Project Archaeologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-2 shall be placed on the grading plan.	
<u>MM- CR-3: Cultural Resources Final Report.</u> A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Community Development Department and the California Historical Resources Information System. If a historic tribal cultural resource is involved, a	Project Archaeologist, Engineering Department Community Development Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-3 shall be placed on the grading plan.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
copy shall be provided to the Consulting Native American Tribe(s) as described in Mitigation Measures TCR-1 through TCR-3 of the Initial Study/Mitigated Negative Declaration for MA23090.			
ENERGY			
PPP 4.6-1 The Project would comply with the California Green Building Standards Code (CalGreen) (Part 11 of Title 24, California Code of Regulations). CALGreen is updated on a three-year cycle; the latest 2022 CALGreen became effective January 1, 2023.	Community Development Planning Department, Engineering Department	Prior to issuance of building permits.	
PPP 4.6-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, § 2449.	Community Development Planning Department	During Construction and Operation.	
PPP 4.6-3 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Chapter 9.283 of the City's Municipal Code).	Community Development Planning Department, Engineering Department	Prior to issuance of building permits.	
PPP 4.6-4 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, normally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee, shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (§ 110.10(b)1) require all buildings to be designed to have an at least 15 percent (of total area after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.	Community Development Planning Department, Engineering Department	Prior to issuance of building permits.	
PPP 4.6-5 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee, shall ensure compliance prior to the	Community Development Planning Department, Engineering Department	Prior to issuance of building permits.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
issuance of each building permit. These requirements include, but are not limited to: • Design buildings to be water-efficient. Install water-efficient fixtures in accordance with § 5.303 (nonresidential) of the California Green Building Standards Code Part 11. • Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with § 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11. • Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with § 5.410 (nonresidential) of the California Green Building Standards Code Part 11. • Provide designated parking for any combination of low-emitting, fuel efficient and carpool/van pool vehicles. At least eight percent of the total parking spaces are required to be designated in accordance with § 5.106.5.2 (nonresidential), Designated Parking for Clean Air Vehicles, of the California Green Building Standards Code Part 11.			
PPP 4.6-6 The Project shall implement sustainable construction and technology concepts (City of Jurupa Valley, 2022). • Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity. • Reduce the 'heat-island' effect by incorporating lighter paving materials where possible and light roofing materials on all structures. • Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.	Community Development Planning Department, Engineering Department	Prior to issuance of building permits.	
GEOLOGY AND SOILS			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
PPP 4.7-1 As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the <i>California Building Code</i> which requires the Project to comply with the approved recommended seismic design requirements contained in the Project Specific Geotechnical Evaluation, and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards	Community Development Planning Department, Engineering Department.	Prior to the issuance of building permits	
PPP 4.7-2 Prepare and Implement Stormwater Pollution Prevention Plan. As required by Municipal Code Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, prior to grading permit issuance, the Project Proponent shall prepare a Stormwater Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Jurupa Valley staff or their designee to confirm compliance.	Community Development Planning Department, Engineering Department.	Prior to the issuance of building permits	
GREENHOUSE GAS EMISSIONS			
PPP 4.8-1 Prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with the most recently adopted edition of the applicable California Energy Code, (Part 6 of Title 24 of the California Code of Regulations) and the California Green Building Standards Code, 2019 Edition (Part 11 of Title 24 of the California Code of Regulations).	Community Development Planning Department	Prior to the issuance of building permits	
PPP 4.8-2 As required by Municipal Code Section 9.283.010, <i>Water Efficient Landscape Design Requirements</i> , prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.	Community Development Planning Department	Prior to the issuance of building permits	
MM-GHG-1: Provision of Electrical Infrastructure and Use of Electrical Construction Equipment. The Project Applicant, or successor in interest, shall implement the following measures to reduce greenhouse gas emissions associated on-site construction activities:	Community Development Planning Department, Engineering Department	Prior to the issuance of grading permits.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
a) Temporary Electrical Infrastructure. No later than the completion of the rough grading phase of Project construction, the Project Applicant or successor in interest shall install and maintain temporary electrical connections to the utility power grid sufficient to supply power to contractors' electric construction tools and equipment (including, but not limited to, saws, drills, and air compressors). Such temporary electrical service shall remain available and operational throughout all subsequent phases of construction on the Project site. b) Prohibition on Diesel-Fueled Generators (On-Site). The use of diesel-fueled generators for on-site construction activities is prohibited, except where the Project Applicant demonstrates, in writing to the Lead Agency, that temporary electrical infrastructure is not yet physically available or operationally feasible at a specific location on the Project site. Any such exception shall be documented and retained in Project records available for inspection upon request. c) Electric-Powered Small Off-Road Equipment. All off-road construction equipment with a rated power output below 19 kilowatts — including, but not limited to, plate compactors and pressure washers — used during any phase of on-site Project construction shall be zero-emission electric-powered. Diesel- or gasoline-powered equipment in this power class shall not be permitted on-site unless the Project Applicant provides written documentation to the Lead Agency that electric-powered alternatives are not commercially available for the specific equipment type required. d) Contract Requirements. Prior to commencement of each phase of construction, the Project Applicant or successor in interest shall incorporate the requirements of this Mitigation Measure into all applicable bid documents, purchase orders, and executed contracts with construction contractors and subcontractors. Copies of relevant contract provisions demonstrating compliance shall be retained and made available to the Lead Agency upon request.			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
e) Verification. The Project Applicant or successor in interest shall submit written verification of compliance with this Mitigation Measure to the Lead Agency prior to the issuance of each building permit and upon request during construction. Verification shall include, at minimum, documentation of electrical infrastructure installation, equipment inventories, and contractor contract provisions. MM-GHG-2: Construction Equipment Idling Restrictions. The Project Applicant, or successor in interest, shall implement the following idling restrictions for all heavy construction equipment operated during any phase of Project construction to reduce greenhouse gas and criteria pollutant emissions: a) Idling Time Limit. The idling of any heavy construction equipment engine shall be prohibited for periods exceeding five (5) consecutive minutes, consistent with California Air Resources Board (CARB) and applicable Air District idling regulations. For purposes of this Mitigation Measure, "idling" means the operation of a vehicle or equipment engine while the vehicle or equipment is not in motion and not performing active work functions (e.g., operating a hydraulic attachment, loading, or grading). b) Daily Engine Operation Limit. No heavy construction equipment shall remain in the "on" or "engine running" position for more than eight (8) cumulative hours within any single calendar day, except where required by safety protocols, equipment warm-up specifications established by the equipment manufacturer, or as otherwise required by law. Any such exception shall be documented in the daily construction log maintained pursuant to subsection (f) below. c) Signage Requirements. Prior to commencement of ground disturbance and throughout all phases of construction, the Project Applicant or successor in interest shall post clearly legible signage at all construction site access/egress points and	Community Development Planning Department.	During Project Operations.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
at intervals throughout the active construction area, notifying all construction personnel and equipment operators of the five (5)-minute idling limit and the eight (8)-hour daily engine operation limit. Signage shall be posted in English and Spanish at minimum and shall remain posted and legible for the duration of construction activities. d) Contract and Specification Requirements. Prior to the commencement of each phase of construction, the Project Applicant or successor in interest shall incorporate the idling restrictions set forth in this Mitigation Measure into all applicable construction specifications, bid documents, purchase orders, and executed contracts with construction contractors and subcontractors. Such contract provisions shall designate a responsible party (e.g., construction manager or site supervisor) accountable for monitoring and enforcing compliance with this measure on-site. Copies of relevant contract provisions shall be retained and made available to the Lead Agency upon request. e) Operator Training. Prior to the commencement of construction activities, all equipment operators and on-site supervisory personnel shall be informed in writing of the idling restrictions required by this Mitigation Measure. Documentation of such notification (e.g., signed acknowledgment forms) shall be retained in Project records and made available to the Lead Agency upon request. f) Recordkeeping. The Project Applicant or successor in interest shall ensure that the designated on-site construction manager or supervisor maintains a daily construction log documenting any instances in which equipment idling or engine operation exceeded the limits established in subsections (a) and (b), the reason for the exceedance, and any corrective action taken.			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
Daily logs shall be retained for the duration of the construction phase and made available to the Lead Agency upon request. g) Verification. The Project Applicant or successor in interest shall submit written verification of compliance with this Mitigation Measure to the Lead Agency upon request during construction and prior to the issuance of any certificate of occupancy. Verification shall include, at minimum, copies of posted signage documentation, contractor contract provisions, operator notification records, and daily construction logs.			
<u>MM-GHG-3: Truck Idling Restrictions and Anti-Idling Signage.</u> The Project Applicant, or successor in interest, shall implement the following measures to reduce greenhouse gas and criteria pollutant emissions associated with truck operations at the Project site: a) Signage Requirements. Prior to the issuance of any certificate of occupancy, the Project Applicant or successor in interest shall install and maintain legible, durable, and weather-resistant signage at all truck access gates, loading docks, and designated truck parking areas on the Project site. Such signage shall, at minimum, include the following information: • A statement that California Air Resources Board (CARB) anti-idling regulations apply at this facility; • Instructions directing truck drivers to shut off engines when not in use; • Instructions directing operators of diesel-powered trucks to restrict idling to no more than five (5) consecutive minutes once the vehicle is stopped, the transmission is placed in "neutral" or "park," and the parking brake is engaged, consistent with California Health & Safety Code Section 43806 and applicable CARB regulations; • The name and telephone number of the on-site building facilities manager or designated compliance contact; and	Community Development Planning Department.	During Project Operations.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
The CARB complaint hotline telephone number for reporting observed violations. All signage shall be posted in English and Spanish at minimum, shall remain legible and intact for the operational life of the Project, and shall be replaced promptly if damaged, defaced, or rendered illegible. b) Pre-Occupancy Site Inspection. Prior to the issuance of any certificate of occupancy, the City or its designee shall conduct a site inspection to verify that all required signage has been installed in compliance with subsection (a) above. Issuance of a certificate of occupancy shall be conditioned upon confirmation of satisfactory signage installation. Documentation of the inspection, including the date, inspector name, and findings, shall be retained in Project records. c) Ongoing Maintenance and Compliance. The property owner or building manager, or successor in interest, shall be responsible for ensuring that all required signage remains posted, legible, and current throughout the operational life of the Project. If CARB contact information or applicable regulatory references change, signage shall be updated within thirty (30) calendar days of such change. d) Tenant and Operator Notification. The property owner or building manager shall incorporate anti-idling requirements consistent with this Mitigation Measure into all applicable lease agreements, operating agreements, and contracts with tenants, logistics operators, and trucking contractors operating at the Project site. Copies of relevant lease and contract provisions shall be retained and made available to the Lead Agency upon request.			
<u>MM-GHG-4: Zero-Emission Off-Road Equipment Requirements.</u> The Project Applicant, property owner, building manager, or successor in interest shall implement the following measures to reduce	Community Development Planning Department.	During Operations.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
greenhouse gas and criteria pollutant emissions associated with off-road equipment operations at the Project site: a) Zero-Emission Equipment Requirement. Except as provided in subsection (b) below, all off-road equipment operated on the Project site — including, but not limited to, yard trucks, hostlers, yard goats, pallet jacks, forklifts, and reach forklifts — shall be zero-emission (ZE) equipment. For purposes of this Mitigation Measure, "zero-emission equipment" means equipment that produces no direct exhaust emissions during operation, including but not limited to battery-electric and fuel-cell-electric powered equipment, consistent with applicable CARB definitions. b) Limited Exception for Diesel Excavators. Notwithstanding subsection (a), up to two (2) diesel-powered excavators may be operated on the Project site where the Project Applicant or property owner demonstrates, in writing to the Lead Agency, that zero-emission excavator alternatives of equivalent capability are not commercially available or operationally feasible for the specific work required. This exception shall be documented in writing and retained in Project records available for inspection upon request. As zero-emission excavator alternatives become commercially available and operationally feasible, the Project Applicant or property owner shall transition to zero-emission excavators and shall retire or remove the diesel excavators from Project site operations. c) Zero-Emission Support Infrastructure. Prior to the commencement of operations requiring zero-emission equipment pursuant to subsection (a), the Project Applicant or successor in interest shall install and maintain adequate zero-emission support infrastructure — including, but not limited to, electric vehicle charging stations, battery swap stations, or hydrogen fueling infrastructure, as applicable — sufficient to			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
ensure the continuous operational feasibility of all required zero-emission equipment. Infrastructure shall be sized and maintained to support the full fleet of zero-emission equipment required by this Mitigation Measure without operational downtime attributable to inadequate charging or fueling capacity. d) Ongoing Compliance Responsibility. The property owner, building manager, or successor in interest shall be responsible for implementing, monitoring, and maintaining compliance with the zero-emission equipment requirements of this Mitigation Measure throughout the operational life of the Project. Responsibility for compliance shall transfer to any successor property owner or operator and shall be documented in any transfer of ownership or operational agreements for the Project site. e) Tenant and Operator Requirements. The property owner or building manager shall incorporate the zero-emission equipment requirements of this Mitigation Measure into all applicable lease agreements, operating agreements, and contracts with tenants and equipment operators conducting operations on the Project site. Copies of relevant lease and contract provisions shall be retained and made available to the Lead Agency upon request. f) Recordkeeping and Verification. The property owner or building manager shall maintain an equipment inventory documenting all off-road equipment operated on the Project site, including equipment type, power source, and compliance status. This inventory shall be updated no less than annually and upon any change in equipment fleet composition and shall be made available to the Lead Agency upon request. The property owner or building manager shall submit written verification of			

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
compliance with this Mitigation Measure to the Lead Agency upon request.			
HAZARDS & HAZARDOUS MATERIALS			
PPP 4.9-1 As required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).	Fire Department, Riverside County Department of Environmental Health, Engineering Department, Community Development Planning Department.	During Project Construction and Operations.	
PPP 4.9-2 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the Project site in compliance with any applicable state and federal requirements, including the U.S. Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act), California Department of Transportation standards, and the California Occupational Safety and Health Administration standards.	Fire Department, Riverside County Department of Environmental Health, Engineering Department, Community Development Planning Department.	During Project Construction and Operations.	
PPP 4.9-3 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the RCDEH, which serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4)	Fire Department, Riverside County Department of Environmental Health, Engineering Department, Community Development Planning Department.	During Project Construction and Operations.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program.			
PPP 4.9-4 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Part 263), including the management of non-hazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The Project will be designed and constructed in accordance with the regulations of the RCDEH, which serves as the designated Certified Unified Program Agency (CUPA) and which implements state and federal regulations for the following programs: (1) Hazardous Waste Generator Program, (2) Hazardous Materials Release Response Plans and Inventory Program, (3) California Accidental Release Prevention (CalARP), (4) Above Storage Tank (AST) Program, and (5) Underground Storage Tank (UST) Program..	Fire Department, Riverside County Department of Environmental Health, Engineering Department, Community Development Planning Department.	During Project Construction and Operations.	
PPP 4.9-5 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.	Fire Department, Engineering Department, Community Development Planning Department.	Prior to issuance of a building permit or occupancy permit as determined by the Fire Department.	
HYDROLOGY AND WATER QUALITY			
PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (1)</i> , any person performing construction work in the city shall comply with the provisions of this chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the BMPs that may be	Public Works and Engineering Department, Community Development Planning Department.	Prior to the issuance of grading permits	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer.			
PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section B (2)</i> , any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.	Public Works and Engineering Department, Community Development Planning Department.	Prior to the issuance of grading permits and during construction	
PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, <i>Storm Water/Urban Runoff Management and Discharge Controls, Section C</i> , new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.	Public Works and Engineering Department, Community Development Planning Department.	Prior to the issuance of grading permits and during operation	
PPP 4.9-1 from section 4.9 Hazards & Hazardous Materials shall apply.	Public Works and Engineering Department, Community Development Planning Department.	Prior to the issuance of grading permits and during operation	
Noise			
PPP 4.12-1 In order to ensure compliance with General Plan Policy NE 3.4 <i>Construction Equipment</i> , it shall be required that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.	Community Development Planning Department.	Prior to the issuance of a grading permit	
PPP 4.12-1 In order to ensure compliance with General Plan Policy NE 3.4 <i>Construction Equipment</i> , it shall be required that all construction	Community Development Planning Department.	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.			
PUBLIC SERVICES			
PPP 4.15-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.	Fire Department, Engineering Department, Community Development Planning Department.	Prior to issuance of a building permit or occupancy permit as determined by the Fire Department	
PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.	Community Development Planning Department.	Per Municipal Code Chapter 3.75	
PPP45.15-3 Prior to the issuance of any building permit, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.	Community Development Planning Department, Jurupa Unified School District.	Prior to the issuance of building permits	
TRIBAL CULTURAL RESOURCES			
MM- TCR-1: Native American Monitoring Agreement. Prior to the issuance of a grading permit, the Permit Applicant shall enter into a Monitoring Agreement with the Consulting Tribe(s) for Native American Monitor(s) to be onsite during ground disturbing activities allowed by the grading permit. A Consulting Tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.1(b). Ground disturbing activities and include excavation of	Tribal Monitor(s), Community Development Planning Department.	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
each portion of the project site including clearing, grubbing, tree removals, grading and trenching. The Monitoring Agreement shall include, but is not limited to, the following provisions: a) Provide a minimum of 30 days advance notice to the Consulting Tribe(s) of all ground disturbing activities. b) In conjunction with the Archaeological Monitor(s) required by Mitigation Measure CR-1 under Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA20219, the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. c) The onsite monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Native American Tribal Monitor(s) have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. The Project Proponent shall submit a fully executed copy of the Monitoring Agreement to the City of Jurupa Valley Planning Department to ensure compliance with this mitigation measure. If there are multiple Consulting Tribes involved, a separate Monitoring Agreement is required for each. The Monitoring Agreement shall not modify any condition of approval or mitigation measure.			
MM-TCR-2: Unanticipated Discovery: The Permit Applicant or any successor in interest shall comply with the following for the life of the	Tribal Monitor(s),	Prior to the issuance of a grading permit	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
grading permit. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed: a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site. b) The Consulting Tribe(s), the Project Archaeologist (retained by the Permit Applicant under Mitigation Measure CR-1, Retain Professional Archaeologist, of this Initial Study/Mitigated Negative Declaration document for MA20219, and the City of Jurupa Valley Community Development Department shall meet and confer, and discuss the find with respect to the following: 1. Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so: 2. Determine if the resource is listed or eligible for listing in the California Register on a "Local register of historical or resources" pursuant to Public Resources Code §5020.1 (k); or 3. Pursuant to Public Resources Code § 5024.1 (c) as it pertains to the Consulting Tribe(s): (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or (4) Has yielded, or may be likely to yield, information important in prehistory or history. c) If the resource(s) are Native American in origin [and not a historical resource as defined by Public Resources Code	Community Development Planning Department.		

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
\$5020.1 (k) or \$5024.1 (c)], the Consulting Tribe will retain it/them in the form and/or manner the Consulting Tribe (s) deems appropriate, for educational, cultural and/or historic purposes. If multiple Consulting Tribes (s) are involved, and a mutual agreement cannot be reached as to the form and manner of disposition of the resource(s), the City shall request input from the Native American Heritage Commission and render a final decision. d) If the resource(s) is both a tribal cultural resource and a historic resource, the Project Archaeologist, the Consulting Tribe (s), and the City of Jurupa Valley Planning Department shall meet and confer and discuss the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural and historic resource. Treatment, at a minimum, shall be consistent with Public Resources Code § 21084.3 (b). The appropriate treatment shall be prepared in conjunction with the Archaeological Treatment plan required by Mitigation Measure CR-2 of the Initial Study/Mitigated Negative Declaration for MA20219. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.			
MM - TCR-3: Final Report: If a Tribal cultural resource is also a historic resource defined above, the resource shall be included in the Final Report required by Mitigation Measure CR-2 of the Initial Study/Mitigated Negative Declaration for MA20219.	Tribal Monitor(s), Community Development Planning Department.	Prior to the issuance of a grading permit.	
UTILITY AND SERVICE SYSTEMS			
PPP 4.19-1 Compliance with Rubidoux Community Services District Requirements. The Project must comply with the Rubidoux Community Services District rules, regulations, conditions, requirements, and fees for commercial and industrial projects regarding water and sewer services	Rubidoux Community Services District, Engineering Department, Community Development Planning Department	Prior to the issuance of building permits.	

MITIGATION MEASURE (MM) PLANS, POLICIES, OR PROGRAMS (PPP)	RESPONSIBILITY FOR IMPLEMENTATION	TIME FRAME/MILESTONE	VERIFIED BY:
PPP 4.19-2 The Project shall comply with Section 4.408 of the 2022 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa Valley shall review and verify the Contractor's documentation that confirm the volumes and types of waste that were diverted from landfill disposal, in accordance with the approved construction waste management plan.	Engineering Department, Community Development Planning Department	Prior to the issuance of a grading permit.	
PPP 4.19-3 The Project shall comply with Section 6.77.040 – Requirements for commercial organic waste generators, which establishes recycling and organics collection requirements for commercial businesses, including multi-family residential dwellings.	Community Development Planning Department	Prior to the issuance of occupancy.	