

Draft Environmental Impact Report
SCH No. 2020010137

Agua Mansa Road Development Project

City of Jurupa Valley, California

Lead Agency

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

Public Review Draft | November 2020

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Development Project**
City of Jurupa Valley, California

Lead Agency

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8930 Limonite Avenue
Jurupa Valley, CA 92509

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Lead Agency Discretionary Permits

General Plan Amendment No. 18001
Zone Change No. 20004
Development Agreement No. 18001
Site Development Permit No. 18048
Variance No. 18005

November 2020



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ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AC	Acres
ACMs	Asbestos Containing Materials
ACOE	Army Corps of Engineers
AERMOD	Air Quality Dispersion Modeling
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMIC	Agua Mansa Industrial Corridor
AMSL	Above Mean Sea Level
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ARB	Air Reserve Base
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue
BACM	Best Available Control Measure
B.C.	Before Christ
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BUOW	Burrowing Owl
C2F6	Hexafluoroethane
C2H6	Ethane
CA	California



CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CCA	Community Choice Aggregator
CCR	California Code of Regulations
CCAA	California Clear Air Act
CD	Consistency Determination
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFCs	Chlorofluorocarbons
C2F6	Hexaflouroethane
CF4	Tetraflouromethane
CFS	Cubic Feet per Second
C2H6	Ethane
CH4	Methane
CLOMR	Conditional Letter of Map Revision
CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
COG	Council of Governments
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
CPUC	California Public Utilities Commission
CRMP	Cultural Resource Management Plan
CTR	California Toxics Rule
CWA	Clean Water Act



DA	Development Agreement
Db and DaD2	Delhi Fine Sand
dB	Decibel
dBA	A-weighted Decibels
DOSH	Division of Occupational Safety and Health
DP	Development Permit
DPM	Diesel Particulate Matter
DSFF	Delhi Sands Flower-loving Fly
DTSC	Department of Toxic Substances Control
EDR	EDR Sanborn
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESP	Electric Service Provider
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
FTA	Federal Transit Association
FYI	For Your Information
GBN	Ground Based Noise
GBV	Ground Based Vibration
GHG	Greenhouse Gas
GIS	Geographic Information System
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute



GtC	Greenfield Sandy Loam
GWP	Global Warming Potential
H ₂ O	Water Vapor
H ₂ S	Hydrogen Sulfide
HANS	Habitat Evaluation Acquisition and Negotiation Strategy
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HI	Heavy Industrial
HMBEP	Hazardous Materials Business Emergency Plan
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
HPLV	High Pressure Low Volume
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HVAC	Heating, Ventilation, and Air Conditioning
HWCL	Hazardous Waste Control Law
I	Interstate
i.e.	that is
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
IOU	Investor Owned Utilities
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
LBP	Lead based paint
lbs	pounds
LED	light-emitting diode
Leq	equivalent continuous sound level
LI	Light Industrial
LID	low impact development
L _{max}	Maximum level measured over the time interval
L _{min}	Maximum level measures over the time interval
LOMR	Letter of Map Revision
LSAA	Lake and Streambed Alteration Agreement



LSTs	Localized Significance Thresholds
M-SC	Manufacturing Service Area
M-M	Manufacturing Medium
M3	Cubic Meter
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MDP	Master Drainage Plan
MEI	maximally exposed individual
mg	milligrams
MGD	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MWD	Metropolitan Water District
N/A	Not Applicable
N2	Nitrogen
N2O	Nitrous Oxide
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NCCP	National Community Conservation Plan
NEPSSA	Narrow Endemic Plant Species Survey Area
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHL	National Historic Landmarks
NHP	National Register of Historic Places
NHTSA	National Highway Transportation Safety Administration
NMFS	National Marine Fisheries Services
No.	Number
NO	Nitric Oxide
NO2	Nitrogen Dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOX	Nitrogen Oxides



NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
n.p.	No page
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O2	Oxygen
O3	Ozone
OEC	Other Environmental COndition
OS	Open Space
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
ORV	Off Road Vehicle
PaC2	Pachappa Fine Sandy Loam
Pb	Lead
PCBs	Polychlorinated biphenyls
PDF	Project Design Feature
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
PM2.5	Fine Particulate Matter (2.5 microns or smaller)
PM10	Fine Particulate Matter (10 microns or smaller)
POU	Public Owned Utilities
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
PPP	Plans, Policies, or Programs
ppt	parts per trillion
PRC	Professional Regulation Commission
PRC	Public Resources Code
PRPA	Paleontological Resource Preservation Act of 2002
R-A	Residential Agricultural
RaB2	Ramona Sandy Loam
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health



RCFCWCD	Riverside County Flood Control Water Conservation District
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
RCSD	Rubidoux Community Services District
Rd.	Road
REC	Recognized environmental Concerns
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SF/s.f.	square foot or square feet
SB18	Bill of Rights for Children and Youth of California
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDP	Site Development Permit
SF6	Sulfur Hexafluoride
SFA	Safe Harbor Agreement
SIP	State Implementation Plan
SLF	Sacred Lands File
SGMA	Sustainable groundwater management act
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SMARA	Surface Mining Reclamation Act
SNUR	Significant New Use Rule
SO2	Sulfur Dioxide
SO4	Sulfates
SOX	Sulfur Oxides
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board



TAC	Toxic Air Contaminants
TBD	To be determined
TEA-21	Transportation Equality Act for 21st Century
TIA	Traffic Impact Analysis
TS	Traffic Signal
TSCEA	Toxic Substance Control Act
UCR	University of California Riverside
µg	microgram
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WDR	Water discharge report
WRCOG	Western Riverside County of Governments
WVWD	West Valley Water District
WSA	Water Supply Assessment
YBP	Years before Present
Yr	year
ZC	Zone change
ZEV	Zero Emission Vehicles
ZORI	Zones of Required Investigation



1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2020010137 was prepared in accordance with CEQA Guidelines Article 9, Section 15120 to Section 15132, to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Agua Mansa Road Development Project (hereafter, the “Project” or “proposed Project”). This EIR does not recommend approval, approval with modification, or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Jurupa Valley will consider certifying the Final EIR and adopting required findings in conjunction with Project approval.

This Executive Summary complies with CEQA Guidelines Section 15123, “Summary.” This EIR document includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The City of Jurupa Valley determined that the scope of this EIR should cover fourteen subject areas. The scope was determined through the City of Jurupa Valley’s independent judgment, and in consideration of public comments received by the City in response to this EIR’s Notice of Preparation (NOP). The NOP and written comments received by the City in response to the NOP, are attached to this EIR as *Technical Appendix A*. The fourteen environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

- | | |
|------------------------------|-------------------------------------|
| 4.1 Aesthetics | 4.8 Hazards and Hazardous Materials |
| 4.2 Air Quality | 4.9 Hydrology and Water Quality |
| 4.3 Biological Resources | 4.10 Land Use and Planning |
| 4.4 Cultural Resources | 4.11 Noise |
| 4.5 Energy | 4.12 Transportation |
| 4.6 Geology and Soils | 4.13 Tribal Cultural Resources |
| 4.7 Greenhouse Gas Emissions | 4.14 Utilities and Service Systems |

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above.



For each of the fourteen subject areas analyzed in detail in Section 4.0, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (January 13, 2020); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures; Plans Policies, or Programs (PPP); or Project Design Features (PDFs) that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project's significant environmental impacts and the mitigation measures, PPPs, and PDFs imposed by the City of Jurupa Valley on the Project to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*. The City of Jurupa Valley applies mitigation measures that it determines: 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City of Jurupa Valley to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the Project's impacts, and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to analyze an exhaustive list of every imaginable mitigation measure, or measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in Section 6.0, *Alternatives*.

1.2 PROPOSED PROJECT

1.2.1 LOCATION AND REGIONAL SETTING

The Project site consists of 23.44-gross acres in the City of Jurupa Valley, Riverside County, California (refer to Figure 3-1, *Regional Map*, in Section 3.0, *Project Description*). From a regional perspective, the Project site is located in the northeast portion of the City of Jurupa Valley, to the south of the City of Rialto and to the west of the City of Colton. Interstate 10 (I-10) is located approximately 2.5 miles north of the Project site, I-215 is located approximately 2.4 miles east of the Project site, and State Route (SR-) 60 is located approximately 1.9 miles south of the Project site. At the local scale, the Project site is immediately bounded by Agua Mansa on the east, Hall Avenue on the south and west and existing industrial development and residences to the north, as illustrated on Figure 3-2, *Vicinity Map*, in Section 3.0, *Project Description*, of this EIR.

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

1.2.2 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop the Project site with Agua Mansa Road Development Project. The following is a list of specific objectives that the proposed Project is intended to achieve:



1. To develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).
2. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to already-established industrial uses.
3. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, accommodate a wide variety of users, and are economically competitive with similar warehouse buildings in the local area and region.
4. To develop industrial buildings in close proximity to key freeway infrastructure (the I-10, I-215, and SR-60 Freeways), thereby reducing goods movement travel distances.
5. To develop a vacant property that is readily accessible to existing and available infrastructure, including roads and utilities.
6. To attract new businesses to the City of Jurupa Valley in proximity to residences thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

1.2.3 PROJECT DESCRIPTION SUMMARY

The Project is a proposal to develop an approximately 23.44 gross-acre property to accommodate two industrial buildings (“Building A” and “Building B”) totaling 335,002 square feet (s.f.) and related site improvements including landscaping, parking, and infrastructure facilities. Building A on the western portion of the site would include a total of 140,198 s.f. of building area, with 137,198 s.f. dedicated to warehouse uses and 3,000 s.f. for mezzanine/office use. Building B on the eastern portion of the site would include a total of 194,804 s.f. of building area, with 188,804 s.f. dedicated to warehouse uses and 6,000 s.f. for mezzanine/office use. Additionally, Building A would include 19 loading bays at the west end of the building and Building B would include 21 loading bays at the south end of the building. Vehicular access to the site would be provided by four driveways providing connection to Hall Avenue. See Figure 3, *Proposed Site Plan*, in Section 3.0, *Project Description*, of this EIR.

The principal discretionary actions required of the City of Jurupa Valley to implement the Project include: General Plan Amendment No. 18001, Zone Change No. 20004, Development Agreement No. 18001, Site Development Permit No. 18048, and Variance No. 18005. Refer to EIR Section 3.0, *Project Description*, for a detailed description of the proposed Project.



1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

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

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the proposed Project that are known by the City, that are identified in the comment letters that the City of Jurupa Valley received on this EIR's NOP and Initial Study which was circulated for a 30-day public review period from January 13, 2020 to February 11, 2020 (refer to *Technical Appendix A*). Environmental topics raised in written comments to the NOP are summarized in Section 2.0, *Introduction and Purpose*, Table 2-2, *Summary of NOP and Scoping Meeting Comments*, and include but are not limited to the topics of Tribal Cultural Resources, Geology and Soils, Hydrology and Water Quality, and Utilities and Service Systems.

1.3.1 PUBLIC SCOPING MEETING

A public Scoping Meeting for the proposed Project and this EIR was held by the City on January 28, 2020, at 2:00 PM, at the Jurupa Valley City Hall. No public agencies or public attended the public Scoping Meeting; therefore, no comments were collected from the meeting.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

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

1.4.1 NO PROJECT/NO BUILD ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., the "no project" alternative). For development projects that would occur on an identifiable property (such as the proposed Project site), the "no project" alternative is considered to be a circumstance under which the proposed project does not proceed (CEQA Guidelines §15126.6(e)(3)(A-B)).

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 4.0). As such, the



approximately 23.44-gross acre Project site would continue to consist of undisturbed, vacant land. Under this Alternative, no improvements would be made to the Project site and none of the proposed Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City of Jurupa Valley to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing condition.

1.4.2 HIGH-CUBE WAREHOUSE ALTERNATIVE

The High-Cube Warehouse Alternative considers a proposal where the proposed 335,002 s.f. buildings would be occupied by a high-cube warehouse use. The High-Cube Warehouse Alternative would include the same site improvements discussed in Section 3.0, *Project Description*, of this EIR (i.e. utility, landscaping, and parking). This alternative would also require a general plan amendment to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay.

This alternative was selected by the Lead Agency to evaluate an alternative that allows for the Project site to be developed with a different industrial land use type (i.e., high-cube warehouse) that would reduce the Project's significant unavoidable impacts related to air quality and GHG emissions. The High-Cube Warehouse Alternative would generate 713 daily trips, including 41 a.m. peak hour, and 55 p.m. peak hour trips,¹ resulting in a reduction of 603 daily, 166 a.m. peak hour, and 171 p.m. peak hour trips compared to the proposed Project.

1.5 SUMMARY OF IMPACT, MITIGATION, AND LEVELS OF IMPACT

Table S-2, *Mitigation Monitoring and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines Section 15123(a). Also presented are the mitigation measures recommended by the City of Jurupa Valley to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, PPPs, and PDFs the Project would not result in any unavoidable environmental effects, except for the following:

Air Quality, Significant Direct and Cumulatively Considerable Impact: The Project's operational emissions of NO_x would exceed the applicable SCAQMD regional thresholds for operational-source emissions of NO_x and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's NO_x emissions to levels that are less than significant.

Greenhouse Gas Emissions (GHG Emissions Generation): Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's greenhouse gas emissions to levels that are less than significant.

¹ WRCOG, Vehicle Mix Source: DRAFT TUMF High Cube Warehouse Trip Generation Study, WSP, January 29, 2019. Trip Rate for "High-Cube Fulfillment Center Warehouse – WSP"

Table 1-1 Mitigation Monitoring and Reporting Program

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 Aesthetics					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.2 Air Quality					
Summary of Impacts					
Threshold a:	Potentially significant impact. No feasible mitigation measures exist that would reduce the Project's NO _x emissions to levels that are less than significant.	N/A	N/A	N/A	Significant and unavoidable impacts.
Threshold b:	Potentially significant impact. No feasible mitigation measures exist that would reduce the Project's NO _x emissions to levels that are less than significant.	N/A	N/A	N/A	Significant and unavoidable impacts.
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.3 Biological Resources					
Summary of Impacts					
Threshold a:	<p>MM 4.3-1 Prior to issuance of any grading permits, the Project Applicant shall provide evidence to the Planning Department that the following actions shall be implemented:</p> <p>1) A pre-construction presence/absence survey for burrowing owls shall be conducted at the Project site by a qualified biologist no less than 30 days prior to initiating ground disturbance activities.</p> <p>2) If burrowing owls are not detected, no further requirements apply.</p>	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of grading permit; during pre-construction survey.	Less than significant with mitigation incorporated.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>3) If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and wildlife agencies. A grading permit may be issued once the species has been relocated.</p> <p>4) A copy of the results of the pre-construction survey (and all additional surveys) shall be provided to the City of Jurupa Valley Planning Department prior to the issuance of a grading permit or the granting of authorization for any vegetation clearing and ground disturbance activities at the Project site.</p>				
	<p>MM 4.3-2 Prior to the issuance of a grading permit, the Planning Department shall ensure that vegetation clearing and ground disturbing activities occur outside of the migratory bird nesting season (February 1 to August 31). If avoidance of the nesting season is not feasible, then the Project Applicant shall retain a qualified biologist to conduct a nesting bird survey no greater than three (3) days prior to any ground disturbance activities at the Project site, including disking, demolition activities, and grading. If active nests are identified during the nesting bird survey, the biologist shall establish suitable buffers around the nests (depending on the level of activity within the buffer and species detected), and the buffer areas shall be avoided by construction personnel until the biologist makes a determination that the nests are no longer occupied and that the juvenile birds can survive independently from the nests.</p>	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of grading permit.	Less than significant with mitigation incorporated.
<u>Threshold b:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
<u>Threshold c:</u>	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
<u>Threshold d:</u>	The implementation of MM 4.3-1 and MM 4.3-2 is required. See above under Threshold a.	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of grading permit; during pre-construction survey.	Less than significant with mitigation incorporated.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Threshold e:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold f:	The implementation of mitigation measure MM 4.3-1 is required. See above under Threshold a.	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of grading permit; during pre-construction survey.	Less than significant with mitigation incorporated.
4.4 Cultural Resources					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	<p>MM 4.4-1 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching) the Project Applicant/Developer shall submit proof that a qualified archaeologist meeting the Secretary of Interior's (36 CFR 61) Professional Qualifications Standards has been retained to conduct spot checks during ground disturbing activities at the following intervals: upon initial ground exposure within the Project site; upon a 50 percent completion milestone of ground disturbance; and, upon an 80 percent milestone of ground disturbance. If any potentially historic or archaeological resources are encountered during ground-disturbing activities, the archaeologist shall halt construction work within 50 feet of the find and assess the nature of the find for importance. If the discovery is determined to not be important by the archaeologist, work will be permitted to continue in the area. If a find is determined to be important by the archaeologist, additional investigation would be required, or the find can be preserved in place and construction may be allowed to proceed.</p> <ul style="list-style-type: none"> • Additional investigation work would include scientific recording and excavation of the important portion of the find. • If excavation of a find occurs, the archaeologist shall draft a report of conclusion of excavation that identifies the 	Project Applicant.	City of Jurupa Valley Planning Department; Qualified Archaeologist	Prior to issuance of any permits allowing ground-disturbing activities.	Less than significant with mitigation incorporated.

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>find and summarizes the analysis conducted. The completed report shall be approved by the Planning Department and the Project Applicant/Developer shall provide verification that the report was submitted to the Eastern Information Center, University of California, Riverside prior to the issuance of an occupancy permit.</p> <ul style="list-style-type: none"> Excavated finds shall be curated at a repository determined by the archaeologist and approved by the City with verification provided to the City prior to the issuance of an occupancy permit . 				
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.5 Energy					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.6 Geology and Soils					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold e:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold f:	<p>MM 4.6-1 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching) the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading.</p>	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of any permits allowing ground-disturbing activities.	Less than significant with mitigation incorporated.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Excavation and grading activities in deposits with high paleontological sensitivity (the Old Eolian Deposits) shall be monitored by a paleontological monitor following the PRIMP.</p> <p>a) If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 feet away from the area of the find in order to assess its significance.</p> <p>b) In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and adjust the level of monitoring if needed.</p> <p>c) Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution.</p> <p>d) At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.</p>				
4.7 Greenhouse Gas Emissions					
Summary of Impacts					
<u>Threshold a:</u>	MM 4.7-1 Prior to the issuance of a building permit, the Project Applicant shall ensure that the Project's buildings are designed to meet or exceed the California Building Standards Code's (CBSC) Title 24 energy standard, including but not limited to, any combination of the following:	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of a building permit.	Significant and unavoidable impacts.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>a) Increase insulation such that heat transfer and thermal bridging is minimized;</p> <p>b) Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and</p> <p>c) Incorporate ENERGY STAR® or better related windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.</p>				
	<p>MM 4.7-2 Prior to the issuance of a building permit, the Project Applicant shall ensure that the Project’s buildings will be installed with efficient lighting and lighting control systems.</p>	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of a building permit.	Significant and unavoidable impacts.
	<p>MM 4.7-3 Prior to the issuance of a building permit, the Project Applicant shall devise a comprehensive water conservation strategy appropriate for the Project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:</p> <p>a) Create water-efficient landscapes within the development;</p> <p>b) Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</p> <p>c) Use reclaimed water, if available, for landscape irrigation within the Project. Install the infrastructure to deliver and use reclaimed water, if available;</p> <p>d) Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets and waterless urinals; and</p>	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of a building permit.	Significant and unavoidable impacts.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	e) Restrict watering methods (e.g. prohibit systems that apply water to non-vegetated surfaces) and control runoff.				
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.8 Hazards and Hazardous Materials					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold c:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold e:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold f:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold g:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.9 Hydrology and Water Quality					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	No impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold e:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.10 Land Use and Planning					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.11 Noise					
Summary of Impacts					
Threshold a:	MM 4.11-1 Prior to issuance of demolition, grading and/or building permits, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the Project Applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to issuance of demolition, grading and/or building permits.	Less than significant with mitigation incorporated.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> • The project construction contractor shall limit construction activities between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday. Construction is prohibited outside these hours or at any time on Sunday or a federal holiday. • The project construction contractor shall limit high-noise-generating construction activities (e.g., grading, demolition, or pile driving) within 200 ft of residential uses from 9:00 a.m. to 3:00 p.m., Monday through Friday. High-noise-generating construction activities are prohibited outside these hours or at any time on Sunday or a federal holiday. • The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards. • The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development. • The project construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site. • Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. • The project construction contractor shall place a temporary construction barrier with a minimum height of 12 ft along the northern construction boundary such that the line-of-sight from ground-level construction equipment and sensitive receptors would be blocked. The temporary construction barrier may be a 0.5-inch thick plywood fence 				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	or another material that has a minimum Sound Transmission Class (STC) rating of 28.				
<u>Threshold b:</u>	MM 4.11-2 The construction contractor shall restrict use of heavy equipment (e.g., large tracked bulldozers or loaded trucks) or use light construction equipment (e.g. small rubber tire bulldozers or pickup trucks) within 15 ft from the northern Project construction boundary.	Project Applicant, Construction Contractor.	City of Jurupa Valley Planning Department.	During construction activities involving heavy equipment or light construction equipment.	Less than significant with mitigation incorporated.
<u>Threshold c:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.12 Transportation					
Summary of Impacts					
<u>Threshold a:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
<u>Threshold b:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
<u>Threshold c:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
<u>Threshold d:</u>	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
4.13 Tribal Cultural Resources					
Summary of Impacts					
<u>Threshold a:</u>	MM 4.13-1 Retain Registered Professional Archaeologist: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist (“Project Archaeologist”) subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist’s responsibilities include, but are not limited to perform the tasks that require the need for a qualified archaeologist pursuant to TCR-2 through TCR-6 below	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to the issuance of a grading permit; During grading activities.	Less than significant with mitigation incorporated.
	MM 4.13-2 Cultural Resources Management Plan: Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City’s Tribal Cultural Resource Mitigation Measures TCR-3 through TCR-6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources	Project Applicant.	City of Jurupa Valley Planning Department.	Prior to the issuance of a grading permit; During grading activities.	Less than significant with mitigation incorporated.



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department</p> <p>MM 4.13-3 Tribal Monitoring: Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. 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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.</p> <p>MM 4.13-4 Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources: In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non- 	<p>Project Applicant.</p> <p>Project Applicant.</p>	<p>City of Jurupa Valley Planning Department.</p> <p>City of Jurupa Valley Planning Department.</p>	<p>Prior to the issuance of a grading permit; During grading activities.</p> <p>Prior to the issuance of a grading permit; During grading activities.</p>	<p>Less than significant with mitigation incorporated.</p> <p>Less than significant with mitigation incorporated.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:</p> <ul style="list-style-type: none"> a. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource. b. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center. c. Curation. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made 				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation</p> <p>MM 4.13-5 Final Reporting: In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p> <p>MM 4.13-6 Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p>	<p>Project Applicant.</p> <p>Project Applicant.</p>	<p>City of Jurupa Valley Planning Department.</p> <p>City of Jurupa Valley Planning Department.</p>	<p>Prior to the issuance of a grading permit; During grading activities.</p> <p>Prior to the issuance of a grading permit; During grading activities.</p>	<p>Less than significant with mitigation incorporated.</p> <p>Less than significant with mitigation incorporated.</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.14 Utilities and Service Systems					
Summary of Impacts					
Threshold a:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold b:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold c:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold d:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A
Threshold e:	Less than significant impact, mitigation is not required.	N/A	N/A	N/A	N/A



2.0 INTRODUCTION AND PURPOSE

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

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

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

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

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

The City of Jurupa Valley was incorporated on July 1, 2011. The City of Jurupa Valley Ordinance Nos. 2011-01 and 2011-10 adopted all ordinances and resolutions of the County of Riverside in



effect as of July 1, 2011 (including land use ordinances and resolutions), to remain in full force and effect as City Ordinances.

At the time the NOP for this EIR was posted (January 11, 2020), the City of Jurupa Valley General Plan was the approved and prevailing General Plan for the City of Jurupa Valley. The City of Jurupa Valley City Council adopted the City’s new General Plan (referred to herein as the “2017 General Plan”) on September 7, 2017. Pursuant to CEQA Guidelines Section 15125, the baseline environmental conditions for purposes of establishing the setting of an EIR is normally the environment as it existed at the time the EIR’s NOP was circulated for public review. As such, the Project’s consistency with the City of Jurupa Valley General Plan (2017) is discussed throughout this EIR.

2.1 DOCUMENT FORMAT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 2-1, *Location of CEQA Required Topics in this EIR*, provides a quick reference in locating the CEQA-required content within this document. Following a 45-day public review period of the Draft EIR, a Final EIR will be prepared which includes public comments and responses to the Draft EIR and Draft EIR revisions, as necessary.

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

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section 1.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Sections 4.1 through 4.14
Consideration and Discussion of Environmental Impacts	§ 15126	Sections 4.1 through 4.14 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Sections 4.1 through 4.14 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§ 15126.2(c)	Section 5.0
Growth-Inducing Impact of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Analysis of the Project’s Energy Conservation Measures	§ 15126.4(a)(1)(C)	Subsection 5.4
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Sections 4.1 through 4.14 and Section 5.0
Consideration and Discussion of Alternatives to the	§ 15126.6	Section 6.0



CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Proposed Project		
Effects Not Found to be Significant	§ 15128	Section 5.0
Organizations and Persons Consulted	§ 15129	Section 8.0
Discussion of Cumulative Impacts	§ 15130	Sections 4.1 through 4.14 and Section 5.0

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

- **Section 1.0, Executive Summary**, includes a Project introduction, a brief description of the proposed Project, a summary of the areas of controversy/issues to be resolved, a description of the Project alternatives, and a summary of the Project’s environmental impacts, mitigation measures, and significance of impacts following the application of mitigation measures, project design features, and mandatory compliance with applicable plans, policies, and programs.
- **Section 2.0, Introduction and Purpose**, provides introductory information about the CEQA process and the responsibilities of the City of Jurupa Valley, serving as the Lead Agency of this EIR. This section identifies the Project’s potential environmental impacts and effects found not to be significant. This section also includes a description of the Notice of Preparation comments received, a description of the document format, as well as the purpose of CEQA and this EIR.
- **Section 3.0, Project Description**, serves as the EIR’s Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines Section 15123. This section also describes the environmental setting, including descriptions of the Project site’s physical conditions and surrounding context used as the baseline for analysis in this EIR.
- **Section 4.0, Environmental Analysis**, provides an analysis of potential direct, indirect, and cumulatively considerable impacts that may occur with implementation of the proposed Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as “effects” or “impacts” interchangeably. The CEQA Guidelines also identify the terms “effects” and “impacts” as being synonymous (CEQA Guidelines § 15358). In the environmental analysis subsections of Section 4.0, the existing and historical baseline conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the proposed Project. The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of



analytical materials that directly or indirectly relate to the proposed Project and are cited in Section 7.0, References. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation after compliance with mandatory federal, State, and local laws and regulations, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, mandatory compliance with regulatory requirements and/or the implementation of the identified mitigation measures would reduce the Project's adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City of Jurupa Valley pursuant to CEQA Guidelines Section 15093.

Section 4.0 is organized by 14 issue areas (Subsections 4.1 through 4.14) with each following the below framework:

- **Environmental Setting.** Describes the environmental setting, including descriptions of the Project site's physical conditions, surrounding context, and applicable plans and policies. The existing setting is defined as the condition of the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on January 13, 2020.
- **NOP/Scoping Comments.** Includes public comments received based on this EIR's Notice of Preparation (NOP) and Scoping Meetings.
- **Thresholds of Significance.** In accordance with Section 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley.
- **Impact Analysis.** As required by CEQA Guidelines Section 15126.2(a), this EIR identifies direct, indirect, cumulatively-considerable, short-term, long-term, on-site, and/or off-site impacts of the proposed Project. A summarized "impact statement" is provided in each subsection following the analysis.
- **Plans, Policies, or Programs (PPP).** These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on current federal, State, or local law which effectively reduce environmental impacts. PPPs also include recommendations contained in any technical reports prepared for the Project which will be imposed by the City of Jurupa Valley as Conditions of Approval on the Project.



- **Project Design Features (PDF).** These include characteristics of the Project that help reduce potential environmental impacts.
 - **Significance before Mitigation.** Concludes the level of significance before mitigation.
 - **Mitigation Measures.** These include the measures proposed to mitigate any potentially significant Project impacts.
 - **Level of Significance after Mitigation.** Concludes whether or not the Project's direct impacts and cumulatively considerable impacts would be reduced to less than significant levels with implementation of mitigation.
 - **Cumulative Impacts.** CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines § 15130(a)(1)).
- **Section 5.0, Additional Topics Required by CEQA,** includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, potential growth-inducing impacts of the proposed Project.
 - **Section 6.0, Project Alternatives,** describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. Five alternatives were considered for analysis and two alternatives including the No Project/No Development Alternative are analyzed and presented as a reasonable range of alternatives in Section 6.0.
 - **Section 7.0, References,** cites all reference sources used in preparing this EIR.
 - **Section 8.0, List of Preparers,** lists the persons who authored or participated in preparing this EIR, including agencies and persons consulted.
 - **Technical Appendices.** CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized information sufficient to permit full



assessment of significant environmental impacts by reviewing agencies and members of the public,” and that the “placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided.” Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City’s regular business hours or can be requested in electronic form by contacting the City’s Planning Department or are available on the City’s website at www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports*.

2.2 PURPOSES OF CEQA AND THIS EIR

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

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

This EIR is an informational document that represents the independent judgment of the City of Jurupa Valley regarding the physical environmental effects that could result from the construction and operation of the proposed Project. The City of Jurupa Valley (hereafter “City”) received applications from Carson-VA Industrial II, LP (hereafter “Project Applicant”) for the development of the Agua Mansa Road Development Project on approximately 23.4 gross acres. The subject property (hereafter, “Project site”) is located in the City of Jurupa Valley, north of the intersection of Hall Avenue and Agua Mansa Road.

Pursuant to CEQA Guidelines Section 15161, a Project EIR should “...focus primarily on the changes in the environment that would result from the development project,” and “...examine all phases of the project including planning, construction, and operation.” As the first step in the CEQA compliance process, the City of Jurupa Valley prepared an Initial Study pursuant to CEQA Guidelines Section 15063. The Initial Study determined that the Project has the potential to cause or



contribute to significant environmental effects, and a Project EIR, as defined by CEQA Guidelines Section 15161, would be required. Accordingly, this document serves as a Project EIR. The Project EIR will address the environmental topics listed below in Section 2.10, *Summary of NOP and Scoping Meeting Comments*, in the EIR.

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

2.3 REGIONALLY SIGNIFICANT PROJECT

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by CEQA Guidelines Section 15206, then the Draft EIR must be submitted to the State Clearinghouse and the appropriate metropolitan area council of governments for review and comment. A project is considered to be of statewide, regional, or area-wide significance if, among other criteria, it consists of a proposed local general plan, element, or amendment thereof for which an EIR was prepared.

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

2.4 INCORPORATED DOCUMENTS

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

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



- The City of Jurupa Valley General Plan, adopted by the City Council on September 7, 2017.
- City of Jurupa Valley Zoning Map, updated concurrently as of the time of this writing.
- City of Jurupa Valley Municipal Code (various chapters), approved through Ordinance No. 2017-14 and last updated in 2017.
- City of Jurupa Valley Zoning Ordinance No. 348, as adopted by the City Council through Ordinance No. 2011-01 on July 1, 2011.
- City of Jurupa Valley Agua Mansa Industrial Corridor Specific Plan (“Agua Mansa Specific Plan No. 210”), adopted by Resolution No. 2886 on March 4, 1986.
- The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal), adopted on September 3, 2020.

2.5 TECHNICAL REPORTS

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

- A: Notice of Preparation and Written Comments on the NOP
- B1: Air Quality and Greenhouse Gas Analysis
- B2: Health Risk Assessment
- C: Biological Resources Assessment
- D: Phase I Cultural Resources Assessment
- E: Energy Analysis
- F1: Geotechnical Investigation
- F2: Paleontological Resources Analysis
- G1: Phase I Environmental Site Assessment Report
- G2: Limited Soil Investigation
- H1: Drainage Study
- H2: Water Quality Management Plan
- H3: Soil Infiltration Study



- I: Noise and Vibration Impact Analysis
- J: Traffic Impact Analysis

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

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

For the Project, the Santa Ana Regional Water Quality Control Board (“RWQCB”) is identified as a Trustee Agency that is responsible for the protection of California’s water resources and water quality. The Santa Ana RWQCB is responsible for issuance of a National Pollutant Discharge Elimination System (“NPDES”) Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality.

The Native American Heritage Commission (NAHC) is identified as a Trustee Agency that is responsible for the protection of Native American cultural resources. The NAHC is charged with ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands, overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act.

Southern California Gas Company (“SoCal Gas”) and Southern California Edison (“SCE”) are identified as a Responsible Agency pertaining to approvals required for the installation of new SoCal Gas and SCE facilities/connections to service the Project. The Riverside County Flood Control and Water Conservation District is identified as a Responsible Agency that is responsible for the master planned drainage infrastructure that would be utilized by the Project. The South Coast Air Quality Management District (“SCAQMD”) is identified as a Responsible Agency that is responsible for the issuance of permits that allow for the construction and operation of the proposed Project to ensure that during and post-Project construction and during Project operation, Project emissions do not result in significant impacts to air quality. The Rubidoux Community Services District (“RCSD”) is identified as a Responsible Agency pertaining to approvals required for the installation of new RCSD facilities/connections to service the Project. There are no other Trustee Agencies or Responsible Agencies identified for the Project. Regardless, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.



2.7 PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

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

Written comments regarding this EIR should be addressed to:

Rocio Lopez MPA, Senior Planner
8930 Limonite Avenue
Jurupa Valley, California 92509
Phone: 951-332-6464
Email: rlopez@jurupavalley.org

After the 45-day public review period, the City will issue written responses to all environmental issues raised. These responses will be available for public review for a minimum of 10 days prior to the City taking any action on the Project. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, and findings) will be included as part of the environmental record for consideration by the City Council. The City will respond as appropriate to comments made at public hearings on the Agua Mansa Road Development Project and this EIR.

2.8 NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

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



Table 2-2 Summary of NOP and Scoping Meeting Comments

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
State Agencies			
Office of Planning and Research (OPR)	January 13, 2020	<ul style="list-style-type: none"> Acknowledgement of distribution to responsible agencies for review and comment. 	Informational
Native American Heritage Commission (NAHC)	January 14, 2020	<ul style="list-style-type: none"> Summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation. 	Tribal Cultural Resources
Department of Toxic Substance Control (DTSC)	January 22, 2020	<ul style="list-style-type: none"> Request for the EIR to identify and determine whether current or historic uses at the Project site have resulted in a release of hazardous wastes. Request for the EIR to identify any known or potentially contaminated sites located adjacent to the Project site and assess potential environmental contamination. Request for the EIR to discuss all environmental investigations, sampling, and/or remediation conducted at the Project site. Request for the EIR to identify the mechanisms to initiate required investigation and/or remediation and the government agency to provide regulatory oversight. 	Hazards and Hazardous Materials
Organizations			
Southwest Regional Council of Carpenters (Carpenters)	February 11, 2020	<ul style="list-style-type: none"> Requests that the City provide notice for all notices referring to or related to the Project. Expresses concerns related to the Project's potential impacts to the surrounding land uses and population growth. Requests that the City should require additional community benefits from the Project Applicant. 	Land Use and Planning Population and Housing



2.9 MITIGATION MONITORING AND REPORTING PROGRAM

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

2.10 POTENTIAL IMPACTS OF THE PROJECT DISCUSSED IN THE EIR

An Initial Study was prepared for the Project in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.). The Initial Study determined that implementation of the Project could result in significant impacts to the following environmental topics:

- | | |
|-----------------------------|------------------------------------|
| 1. Aesthetics | 8. Hazards and Hazardous Materials |
| 2. Air Quality | 9. Hydrology and Water Quality |
| 3. Biological Resources | 10. Land Use and Planning |
| 4. Cultural Resources | 11. Noise |
| 5. Energy | 12. Transportation |
| 6. Geology and Soils | 13. Tribal Cultural Resources |
| 7. Greenhouse Gas Emissions | 14. Utilities and Service Systems |

Therefore, these environmental topics will be addressed within this EIR.

2.11 EFFECTS FOUND NOT TO BE SIGNIFICANT

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

- | | |
|---------------------------------------|--------------------|
| 1. Agriculture and Forestry Resources | 4. Public Services |
| 2. Mineral Resources | 5. Recreation |
| 3. Population and Housing | 6. Wildfire |

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



3.0 PROJECT DESCRIPTION

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

The Project site consists of approximately 23.44 gross acres of undeveloped land in the City of Jurupa Valley, Riverside County, bounded by residential and industrial land uses to the north, Agua Mansa Road to the southeast, and Hall Avenue to the south and west.

The Project includes development of the Project site with two industrial buildings (“Building A” and “Building B”) totaling 335,002 square feet (s.f.) and related site improvements including landscaping, parking, and infrastructure facilities. Building A consists of 140,198 s.f. and Building B consists of 194,804 s.f.. Implementation of the Project would permit the development of the Project site with uses permitted in the Manufacturing-Medium (M-M) Zone, including the proposed industrial use.

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

- General Plan Amendment (GPA) No. 18001 would amend the General Plan to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay over the Project site to allow for logistic uses within the Project site.
- Zone Change (ZC) No. 20004 is required to change the zoning from Manufacturing-Service Commercial (M-SC) to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay.
- Development Agreement (DA) No. 18001 would provide long term vested right to develop industrial buildings on the Project site and provide community benefit to the City.
- Site Development Permit (SDP) No. 18048 would allow for the construction of two industrial buildings totaling 335,002 square feet and related site improvements including landscaping, parking, and infrastructure facilities on the approximately 23.44-acre Project site. Building A consists of 140,198 square feet and Building B consists of 194,804 square feet.



- Variance No. 18005 would allow for the exceedance of allowable building height. The Agua Mansa Specific Plan requires buildings within 100 feet of a residential area to be a maximum of 35 feet; however, as this Project is within 100 feet of a residential area, The Project Applicant is requesting a Variance to construct a building with a maximum height of 45 feet.

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

3.1 LOCATION AND ACCESS

As depicted on Figure 3-1, *Regional Map*, and on Figure 3-2, *Vicinity Map*, the approximately 23.44-gross acre Project site is located in the City of Jurupa Valley, Riverside County, California. Interstate 10 (I-10) is located approximately 2.5 miles north of the Project site, I-215 is located approximately 2.4 miles east of the Project site, and State Route (SR-) 60 is located approximately 1.9 miles south of the Project site (Google Earth Pro, 2020). The Project site is immediately bounded by industrial and residential development to the north, Agua Mansa Road to the southeast, and Hall Avenue to the south and west. The Assessor's Parcel Numbers (APNs) for the Project site are: 175-210-032, 175-210-034, and 175-210-059. Figure 3-3, *Aerial Photograph*, depicts the development surrounding the Project site and shows that the Project site is currently vacant and undeveloped.

Access to the Project site is currently provided by Agua Mansa Road to the east and Hall Avenue to the south and west.

3.2 SETTING AND HISTORY

3.2.1 PROJECT SETTING

The Project site topography in the southerly and southwesterly areas are relatively flat. Topography within the eastern portion of the site undulates and steps up in elevation with total relief of the property on the order of 45 feet (NorCal Engineering, 2020, p. 3). The Project site's elevation slopes from east to west with a high point of 965 feet above mean sea level (amsl) in the northeast corner and a low point of 924 feet amsl in the southeast corner. Scattered debris has been observed across the Project site from past dumping.

3.2.2 EXISTING ONSITE LAND USES

The Project site is mostly undeveloped without any improvements (Plotnik & Associates, 2020). Figure 3-4, *Existing Land Uses*, depicts the existing on-site land uses which demonstrate that the Project site is currently vacant.



3.2.3 SURROUNDING LAND USES

As shown on Figure 3-4, the Project area is generally characterized by industrial and residential land uses. North of the Project site are industrial uses and residential uses with vehicle storage; east of the Project site is industrial land uses; south of the Project site is industrial uses; and, west of the Project site is vacant land that formerly contained the Riverside Cement Company Plant. Refer to Table 3-1, *Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications*, which identifies the land uses adjacent to the Project site.

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

Location	Current Land Use	General Plan Land Use Designation	Zoning
Onsite	Vacant / Undeveloped Land	Heavy Industrial (HI)	Manufacturing-Service Commercial (M-SC)
North	Industrial and Residential Development with Vehicle Storage	Heavy Industrial (HI) / Low Density Residential	Manufacturing-Service Commercial (M-SC) / Residential-Agriculture (R-A)
East	Industrial Development	Heavy Industrial (HI – Jurupa Valley) / Medium Industrial AM-SP – County of San Bernardino)	Manufacturing-Service Commercial (M-SC – Jurupa Valley) / Medium Industrial AM-SP – County of San Bernardino)
South	Industrial Development	Heavy Industrial (HI)	Manufacturing-Heavy (M-H)
West	Vacant / Former Riverside Cement Company Plant	Light Industrial (LI), Heavy Industrial (HI), and Open Space (OS) (Agua Mansa Commerce Park Specific Plan Overlay and Agua Mansa Warehouse and Distribution Center Overlay)	Agua Mansa Commerce Park Specific Plan Zone

Sources: (City of Jurupa Valley, 2019), (City of Jurupa Valley, 2017), (County of San Bernardino, n.d.)

3.2.4 LOCAL HISTORY

The City of Jurupa Valley was incorporated on July 1, 2011. The primary reason for incorporation was the strong desire for enhanced police services and local control over planning and zoning issues.



The City of Jurupa Valley consisted of several unincorporated communities of Riverside County until it incorporated as a City. Prior to its incorporation, the area was governed by Riverside County. The City encompasses approximately 44 square miles and includes the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. Currently, the City is a mix of high and low-density residential development, rural farming, agricultural activities, and commercial retail/industrial activity (City of Jurupa Valley, n.d.).

As previously noted, the Project site is currently undeveloped. As depicted in historical aerial photographs, most of the Project site was developed for agricultural use prior to the 1930s. Orchards were located within the Project site's eastern and western portions between at least 1931 and 1948; however, these orchards were removed or left fallow between 1948 and 1953. The Project site's central portion was in use as an agricultural field or in a fallow state between at least 1931 and 1953. Most of the Project site was in use as part of a larger agricultural field between at least 1967 and 1989. Agricultural activities on the Project site ceased onsite between 1989 and 1993 (Black Rock Geosciences, 2017).

Two apparent dwellings were located within the Project site's eastern portion between at least 1931 and 1967 and were removed in the 1970s and 1980s. Two additional structures (suspected barns and/or dwellings) were also located within the Project site's eastern portion between 1953 and 1989 and were removed between 1989 and 1993. Seven poultry barns were constructed within the Project site's eastern portion between 1948 and 1953 and were removed between 1953 and 1967 (Black Rock Geosciences, 2017).

3.3 EXISTING GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

The current Zoning Classification for the Project site is Manufacturing-Service Commercial (M-SC) and the General Plan land use designation is Heavy Industrial. It should be noted that the Heavy Industrial land use designation is consistent with the Manufacturing-Service Commercial zone. The land in the vicinity of the Project site has the following Zoning Classifications: land to the north is zoned Manufacturing-Service Commercial (M-SC) and Residential Agriculture (R-A); land to the east (across Agua Mansa Road) is zoned Manufacturing-Service Commercial (M-SC) and Medium Industrial (AM-SP); land to the south (across Hall Avenue) is zoned Manufacturing-Heavy; land to the west (across Hall Avenue) is zoned Manufacturing-Service Commercial (M-SC) and Manufacturing-Heavy (M-H) (City of Jurupa Valley, 2019).

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



3.4 PROJECT OBJECTIVES

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

1. To develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).
2. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to already-established industrial uses.
3. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, accommodate a wide variety of users, and are economically competitive with similar warehouse buildings in the local area and region.
4. To develop industrial buildings in close proximity to key freeway infrastructure (the I-10, I-215, and SR-60 Freeways), thereby reducing goods movement travel distances.
5. To develop a vacant property that is readily accessible to existing and available infrastructure, including roads and utilities.
6. To attract new businesses to the City of Jurupa Valley in proximity to residences thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

3.5 PROJECT CHARACTERISTICS

The Project proposes to develop approximately 23.44 gross acres with two industrial buildings ("Building A" and "Building B") totaling 335,002 s.f. and related site improvements including landscaping, parking, and infrastructure facilities. A detailed description of the proposed Project is provided below.

3.5.1 SITE PLAN

Figure 3-7, *Proposed Site Plan*, depicts the layout and design of the proposed Project on the approximately 23.44-acre site. Building A on the western portion of the site would include a total of 140,198 s.f. of building area, with 137,198 s.f. dedicated to warehouse uses and 3,000 s.f. for mezzanine/office use. Building B on the eastern portion of the site would include a total of 194,804



s.f. of building area, with 188,804 s.f. dedicated to warehouse uses and 6,000 s.f. for mezzanine/office use.

1. Architectural Features

The proposed buildings would be a maximum of 45 feet in height and designed in a contemporary architectural style. Architectural features associated with Building A include the use of reflective blue glass in a clear anodized aluminum mullion system across the building, an aluminum finished canopy over the main entryway, recessed entry with primary glass entrance doors, and painted light and dark concrete panels with accent. Building B would include the same architectural features as Building A. Refer to Figure 3-8, *Building A Exterior Elevations*, and Figure 3-9, *Building B Exterior Elevations*, for details. The proposed Project would require the approval of a variance from the provisions specified in the Agua Mansa Industrial Corridor Specific Plan which restricts buildings heights to 35 feet when within 100 feet of a residential area. The proposed height of Building A of 45 feet is within 100 feet of the residential area north of the Project site; therefore, Building A would exceed the permitted building height by 10 feet.

2. Vehicle/Truck Access and Parking

As shown on Figure 3-10, *Proposed Truck Turning Movements*, development of the Project site would include the construction of four driveways along Hall Avenue; no driveways are proposed along Agua Mansa Road. Each driveway along Hall Avenue would require a curb cut. The furthest driveway west along Hall Avenue would provide ingress and egress for trucks accessing Building A. Ingress and egress for trucks accessing Building B would be provided at the driveway at the intersection of Hall Avenue and Brown Avenue and at the driveway furthest east along Hall Avenue. Passenger vehicle access to Building A would be provided at the two driveways furthest west along Hall Avenue and passenger vehicle access to Building B would be provided at the two driveways furthest east along Hall Avenue.

Truck access to the Project site is provided by SR-60. From SR-60 trucks would exit at Rubidoux Boulevard. At the off-ramp, trucks would turn north onto Rubidoux Boulevard until Market Street where trucks would turn right. From Market Street, trucks would take an immediate left onto Agua Mansa Road. Trucks would travel north on Agua Mansa Road until Hall Avenue at which point they would turn left to access the Project site (LSA, 2020g, Figure 3-5, Technical Appendix J). It should be noted that trucks exiting the Project site would follow the opposite movements described in these directions to navigate back to SR-60. Also, trucks accessing the site during construction or operation would utilize the same truck route.

Parking proposed for Building A would consist of approximately and 83 standard parking stalls (including five (5) carpool parking stalls) and four (4) Americans with Disabilities Act (A.D.A.) parking stalls at the south end of Building A, and 43 trailer parking stalls at the west end of Building A. Parking proposed for Building B would consist of approximately 142 standard parking stalls (including six (6) carpool parking stalls) and five (5) A.D.A. parking stalls located east and west of



Building B, and 31 trailer parking stalls at the south end of Building B. Additionally, Building A would include 19 loading bays at the west end of the building and Building B would include 21 loading bays at the south end of the building.

Lastly, the Project would include bicycle parking stalls at the amount of four (4) stalls for Building A and six (6) stalls for Building B.

3. *Pedestrian Access*

The Project site would be accessible to pedestrians via the proposed concrete sidewalks along Agua Mansa Road and Hall Avenue. The sidewalks are proposed to surround the Project site to the east, south, and west.

3.5.2 LANDSCAPING/EXTERIOR FEATURES

1. *Landscaping*

In addition to the parking and internal circulation areas described above, the proposed Project also includes landscaped areas, hardscaping, and other exterior features. As depicted on Figure 3-11, *Conceptual Landscape Plan*, a variety of trees, shrubs, vines, and accent plants are proposed along the perimeter of the proposed buildings, parking areas, Project site's frontage with Hall Avenue and Agua Mansa Road. All new landscaping installation in the City of Jurupa Valley is required to comply with the City of Jurupa Valley's Water Efficient Landscape Design Requirements as specified in Sec. 9.283.010 of the City of Jurupa Valley Municipal Code.

2. *Stormwater Management*

As shown in Figure 3-12, *Conceptual Utility Plan*, the Project would include on-site stormwater management facilities, which would include a network of stormwater drains, underground stormwater pipes, underground infiltration chambers, and one infiltration basin.

Drainage from northcentral and northwest portion of the Project site would be directed to the proposed infiltration basin at the northwest corner of the site. Stormwater runoff from 85th percentile events will percolate into the ground; however, runoff in excess of this amount will overflow into a storm drain riser and flow into a relocated storm drain pipe which connects to the Riverside County Flood Control and Water Conservation District's ("RCFCWCD") system in Hall Avenue. An existing 39-inch reinforced concrete pipe (RCP) storm drain which crosses the Project site would be relocated approximately 235 feet to the northwest, would be increased to a 42-inch RCP to accommodate the Project, and would convey drainage from the development to the northwest (Inland Empire Cold Storage site) and a portion of adjacent residential lots on the south side of El Rivino Road.

Drainage from the southwest portion of the site would be directed to underground infiltration chambers beneath the proposed trailer parking stalls associated with Building B. Storm runoff from



the 85th percentile events will percolate into the ground; however, runoff in excess of this amount will overflow into two existing 24-inch storm drain laterals which connects to the RCFCWCD's 51-inch RCP storm drain in Hall Avenue.

3. Walls and Fencing

The proposed Project would include the construction of an 8-foot tubular steel picket fence along the property line contiguous with Agua Mansa Avenue and Hall Avenue, and along the northern drive aisle. Additionally, a 12-foot painted concrete screen wall along the Project site's frontage with Hall Avenue to shield the Project site from public view. An existing concrete block wall located along the northern boundary with Inland Empire Cold Storage will be extended to cover the majority of the northern boundary; the newly constructed extension of concrete block wall along the northern property line will be 7 feet in height. The Project would also include construction of a 3-foot decorative fence spanning the remaining approximately 170 linear feet of the Project's northern boundary. Additionally, retaining walls will be installed in the northeast portion of the Project site to account for the elevation differences between the site and the adjacent residential lots.

4. Lighting

The proposed Project includes the installation of outdoor nighttime lighting throughout the Project site. Exterior light poles would be installed throughout the parking lots on the site to provide lighting for security and way-finding. Additionally, exterior lighting in the form of wall mounted lights and sconces would be installed on all sides of Building A and Building B. Lighting would be subject to compliance with Section 9.148.040 of the City of Jurupa Valley Municipal Code, which states all lighting fixtures 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.

3.5.3 OPERATIONAL CHARACTERISTICS

At the time this EIR was prepared, the future occupant(s) of the Project's buildings was unknown. The Project Applicant expects that the building would be occupied by logistics operators or an operator who would further the permitted and conditionally permitted in the Manufacturing-Medium (M-M) Zone. It should be noted that the environmental analysis has overestimated potential impacts to permit the future potential occupancy of a larger selection of building operators. For purposes of evaluation in this EIR, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The buildings are designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays located west of Building A and south of Building B. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is expected to be non-diesel powered per contemporary industry standards. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at



all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

1. *Estimated Project Water, Sewer, and Energy Demand*

Water service would be provided by West Valley Water District (WVWD) and sewer service would be provided by the Rubidoux Community Services District (RCSD) during the operation of the Project via connections within Hall Avenue. The water connection within Hall Avenue would connect via a 16-inch water main pipe. The sewer lines within Hall Avenue would connect via an 8-inch sewer pipe.

Implementation of the proposed Project would require water at a rate of 0.97 acre-feet per year per acre (County of Riverside, 2015). As the Project site is a total of approximately 23.44 acres, the Project would require approximately 22.7 acre-feet of water per year.

Implementation of the proposed Project would generate wastewater at a rate of approximately 1,500 gallons per day per acre (County of Riverside, 2015). As the Project site is a total of approximately 23.44 acres, the Project would generate approximately 35,160 gallons of wastewater per day.

Based on calculations from the Project's energy analysis (Appendix E to this EIR), the Project's energy use is estimated at approximately 4,433,010 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 10,844,100 thousand British thermal units per year (kBtu/yr).

2. *Estimated Traffic Generation*

Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. Trip generation for the Project was developed using rates from the ITE Trip Generation Manual (10th Edition) for Land Use 140 – "Manufacturing." The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana's Truck Trip Generation Study (City of Fontana, 2003). As such, 78.6% of all project traffic will be passenger vehicles and 21.4% of all project traffic will be trucks. Based on the Truck Trip Generation Study, the truck mix to be utilized is 49.4% 4-axle trucks, 17.9% 3-axle trucks, and 32.7% 2-axle trucks. As detailed in Appendix J, *Traffic Impact Analysis*, to this EIR, implementation of the Project is estimated to generate 1,316 daily trips, with 207 trips occurring during the a.m. peak hour and 226 trips occurring during the p.m. peak hour.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed Project are very conservative because the Manufacturing trip rate is among the highest rates published in the ITE Trip Generation Manual for industrial and warehousing land uses. Several



environmental analyses throughout this DEIR rely on trip generation. By using a very conservative trip rate selection, Project average daily trips and peak hour trips are likely overestimated and provide a conservative approach for the analyses related to air quality, greenhouse gas emissions, energy, noise, and transportation.

Pursuant to State law, on-road passenger cars and trucks are required to be registered with the State of California Department of Motor Vehicles or their state of ownership and comply with applicable air quality emission standards. Diesel-fueled trucks are required to comply with various State air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, total weight, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

3.6 PROJECT TECHNICAL CHARACTERISTICS

The following provides a description of the technical characteristics related to the construction of the Project.

3.6.1 CONCEPTUAL GRADING PLAN

Figure 3-13, *Conceptual Grading Plan*, identifies proposed final grade elevations for the two proposed building pads, parking areas, undeveloped areas, and the infiltration basin. The grading plan indicates that the Project's grading operation would excavate approximately 137,500 cubic yards of cut and require approximately 46,500 cubic yards of fill. Implementation of the Project is expected to require a net export of approximately 91,000 cubic yards of soil material.

3.6.2 ANTICIPATED CONSTRUCTION SCHEDULE

The Project Applicant estimates that construction activities associated with the Project would occur over an approximately 18-month duration. As the initial construction task, the property would be prepared for construction and mass graded, and underground utility infrastructure would be installed. Next, surface materials would be poured and the proposed buildings would be erected, connected to the underground utility system, and painted. Last, fine grading would occur and landscaping and fencing/walls would be installed. Construction equipment is expected to operate on the Project site between 6 to 8 hours per day, between the hours of 7:00 AM to 4:00 PM up to five days a week (Monday-Friday). Even though construction activities are permitted to occur up to 8 hours per day pursuant to the Jurupa Valley Municipal Code, and on certain days construction activities may not completely cease by 4:00 PM, construction equipment would not be in continual use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, 6 to 8 hours of daily use per piece of equipment (approximately two-thirds of the period during which construction activities are allowed per City Code) is a reasonable expectation.



Refer to Table 3-2, *Construction Duration*, below, which shows the approximate number of days that each phase of construction will take, as estimated by the Project Applicant (LSA, 2020a). Construction is anticipated to occur over 22 months.

3.6.3 CONSTRUCTION STAGING

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.

3.6.4 CONSTRUCTION EQUIPMENT

Table 3-3, *Construction Equipment Usage*, shows the construction equipment that is expected to be used for the Project, as detailed in Appendix B1, *Air Quality and Greenhouse Gas Analysis*.

Table 3-2 Construction Duration

Construction Phase	Number of Work Days
Site Preparation	10
Grading	75
Building Construction	370
Paving	20
Architectural Coating	20

Source: (LSA, 2020a)



Table 3-3 Construction Equipment Usage

Activity	Equipment	Equipment Quantity	Operation Hours per Day	Horsepower	Load Factor
Site Preparation	Rubber Tires Dozers	3	8	255	0.40
	Tractors/Loaders/Backhoes	4	8	97	0.37
Grading	Excavators	2	8	162	0.38
	Graders	1	8	174	0.41
	Rubber Tired Dozers	1	8	255	0.40
	Scrapers	2	8	361	0.48
	Tractors/Loaders/Backhoes	2	8	97	0.37
Building Construction	Cranes	1	7	226	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Architectural Coating	Air Compressors	1	6	78	0.48
Paving	Pavers	2	8	125	0.42
	Paving Equipment	2	8	130	0.36
	Rollers	2	8	80	0.38

Source: (LSA, 2020a)

3.6.5 CONSTRUCTION EMPLOYEES AND CONSTRUCTION EMPLOYEE PARKING

The total number of construction personnel at the site would vary depending on the construction activity; however, the number of construction workers accessing the Project site during construction would be similar in nature to other industrial projects of relative size. Construction workers are expected to park on-site during all phases of construction.

3.6.6 CONSTRUCTION MATERIALS DELIVERY/ HAUL ROUTES

The proposed Project would require the delivery of construction materials and equipment to and from the Project site and the hauling of material from the Project site. The routes used for delivery of construction equipment and hauling of material from the site would follow the proposed haul route described in Section 3.5.1, *Vehicle/Truck Access and Parking*, which would be subject to final review and approval by the City’s Traffic Engineer.

3.6.7 OFF-SITE IMPROVEMENTS

The Project site occurs in a developed area of the City of Jurupa Valley with existing utility infrastructure occurring within adjacent roadways. The Project would connect to existing sewer and



water facilities installed within Hall Avenue. No offsite improvements are proposed in order to implement the Project, with the exception of underground utility connections within portions of Hall Avenue along the Project site's frontage. Offsite Improvements related to transportation and traffic mitigation are described in Subsection 4.12 and identified in the traffic impact analysis prepared for the Project (LSA, 2020g, *Technical Appendix J*).

3.7 SUMMARY OF DISCRETIONARY APPROVALS

The proposed discretionary approvals for the Project are described below.

3.7.1 GENERAL PLAN AMENDMENT NO. 18001

Under existing conditions, logistics uses are not allowed within the Project site as it is located outside of the Agua Mansa Warehouse and Distribution Center Overlay. The general plan amendment would extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay to include the Project site and allow for logistics uses within the site

3.7.2 ZONE CHANGE NO. 20004

The zone change would amend the on-site zoning from Manufacturing-Service Commercial (M-SC) to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay.

3.7.3 DEVELOPMENT AGREEMENT NO. 18001

The development agreement provides long term vested right to develop industrial buildings on the Project site and provide community benefit to the City.

3.7.4 SITE DEVELOPMENT PERMIT NO. 18048

The site development permit would allow construction of two industrial buildings totaling 335,002 s.f. on approximately 23.44 acres. Building A consists of 140,198 s.f. and Building B consists of 194,804 s.f.

3.7.5 VARIANCE NO. 18005

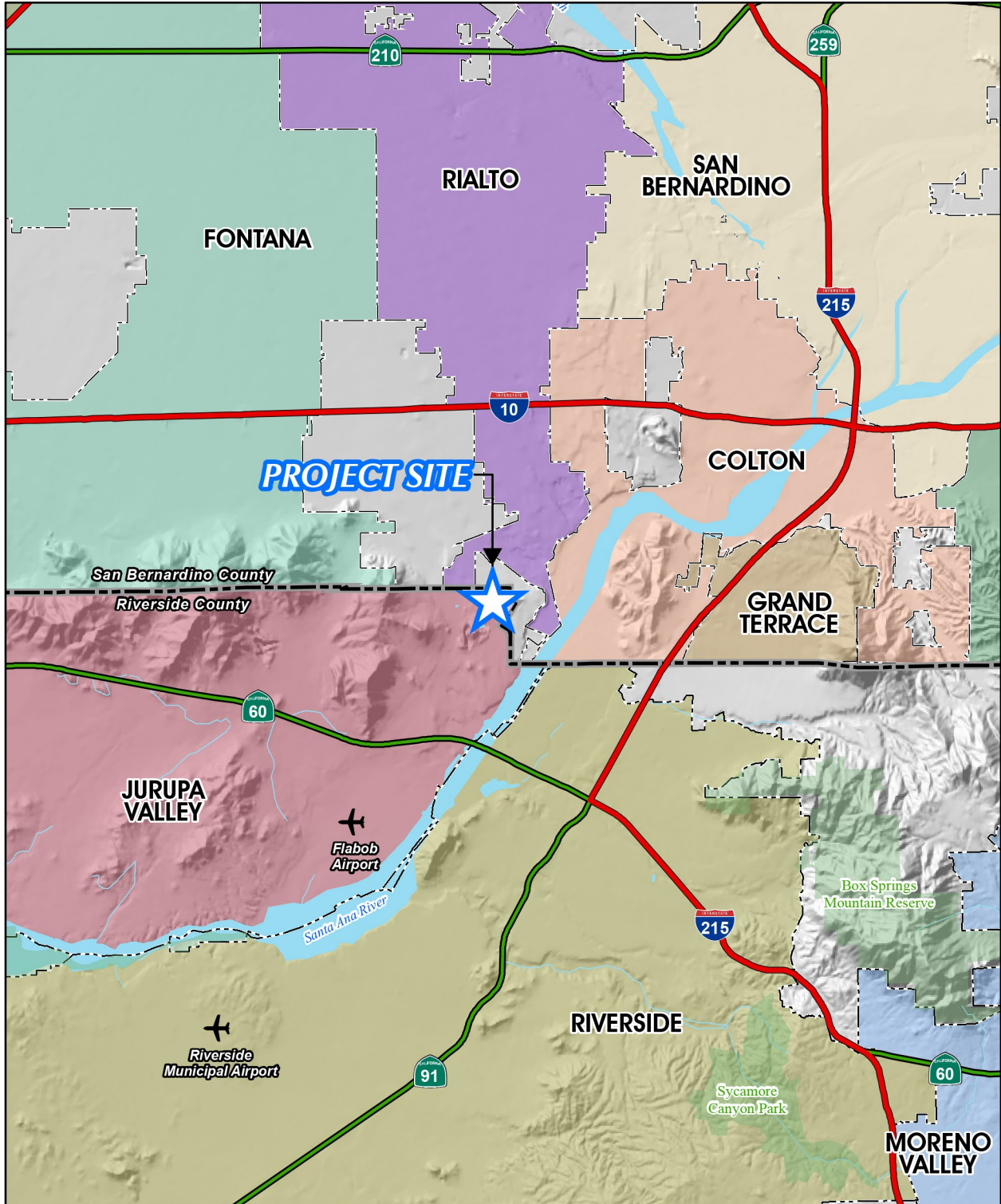
The Agua Mansa Industrial Corridor Specific Plan has a requirement that the maximum building height is 35 feet if the building is within 100 feet of a residential area. The Project Applicant's variance request is to exceed the maximum height; the proposed building height is 45 feet within a residential area.



3.8 INTENDED USES OF THE DEIR

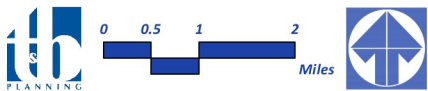
The anticipated agencies expected to use the EIR are described below. However, this EIR can be used by any Trustee Agency or Responsible Agency, whether identified in this EIR or not, as part of their decision-making processes in relation to the proposed Project.

Responsible Agency	Action
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of National Pollution Discharge Elimination System (NPDES) Permit.
Riverside County Flood Control and Water Conservation District	<ul style="list-style-type: none"> • Approval of master plan drainage infrastructure.
Southern California Gas Company and Southern California	<ul style="list-style-type: none"> • Issuance of approvals necessary for the installation of new SoCalGas and SCE facilities/connections to service the Project.
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of permits that allow for the construction and operation of the proposed Project to ensure that emissions do not result in significant impacts to air quality.
Rubidoux Community Services District	<ul style="list-style-type: none"> • Issuance of approvals required for the installation of new RCSD facilities/connections to service the Project.
Trustee Agency	Action
Native American Heritage Commission	<ul style="list-style-type: none"> • Ensuring California Native American tribes have accessibility to ancient Native American cultural resources on public lands overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the California Native American Graves Protection and Repatriation Act.

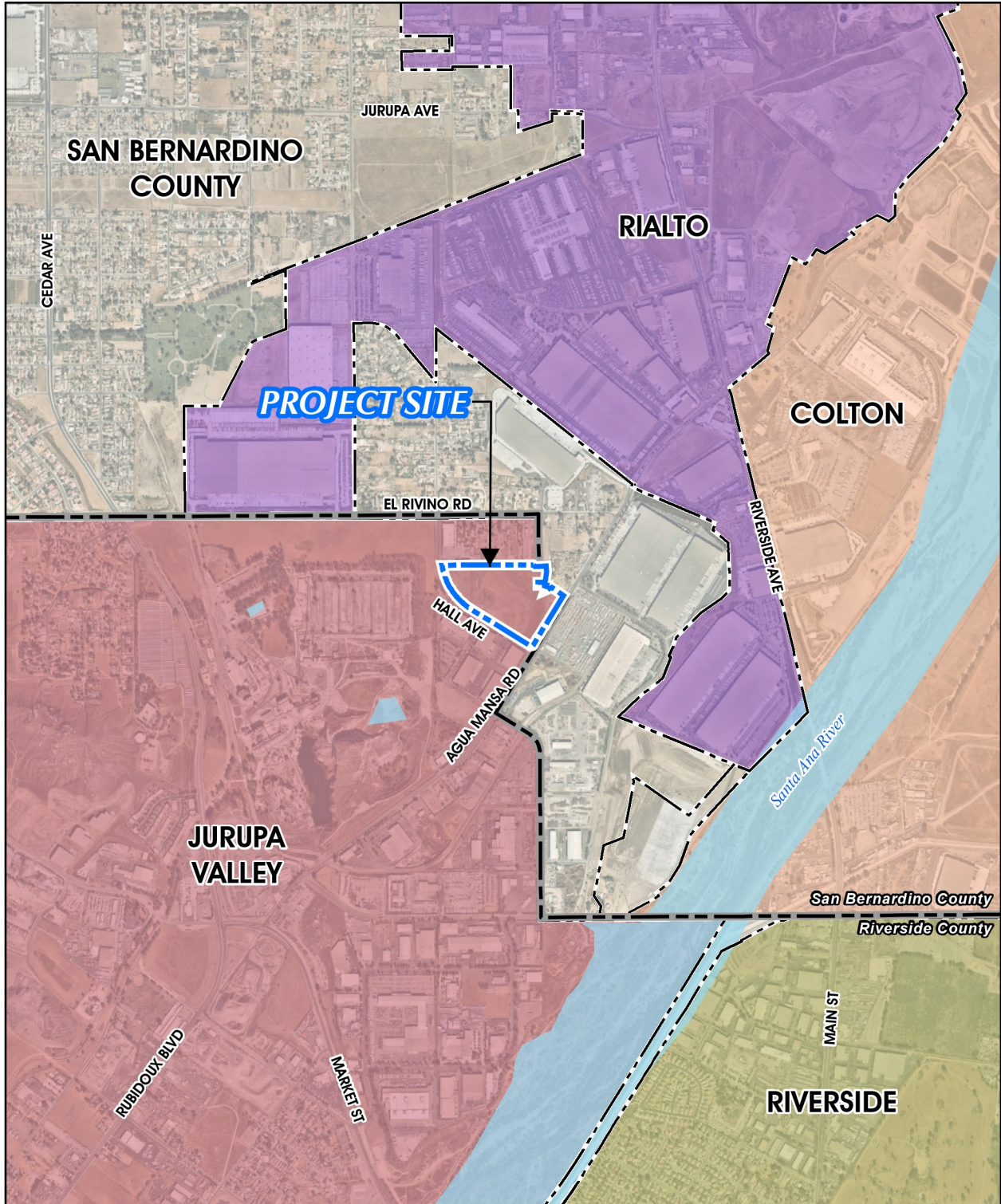


Source(s): ESRI, RCTLMA (2019), SBCTA (2018)

Figure 3-1

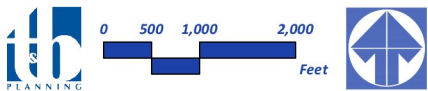


REGIONAL MAP



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020), SBCTA (2018)

Figure 3-2

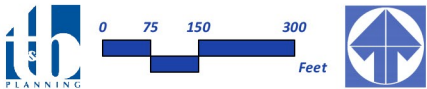


VICINITY MAP



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 3-3

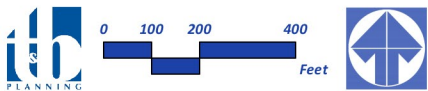


AERIAL PHOTOGRAPH

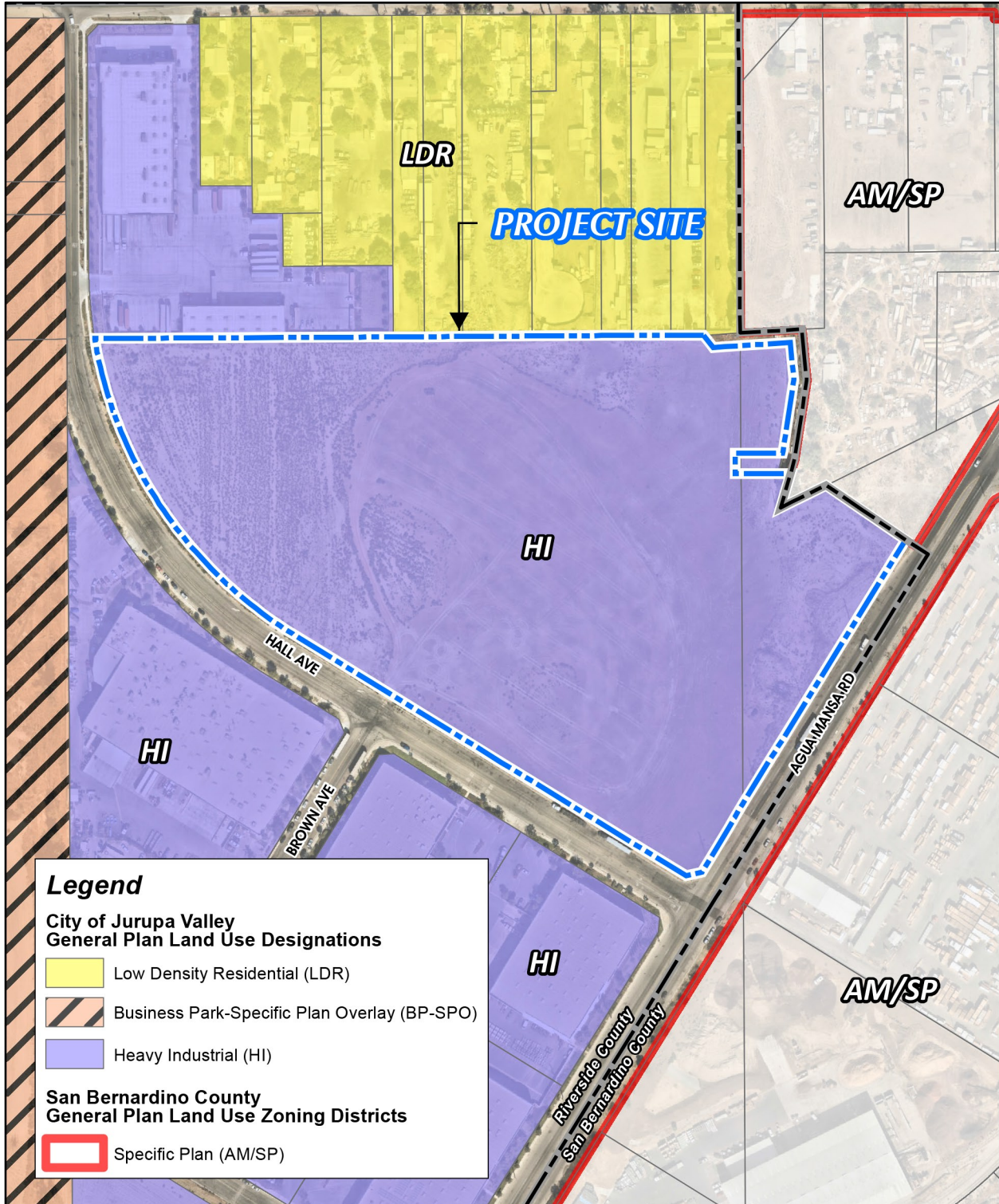


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 3-4

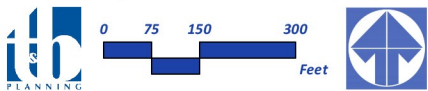


EXISTING LAND USES

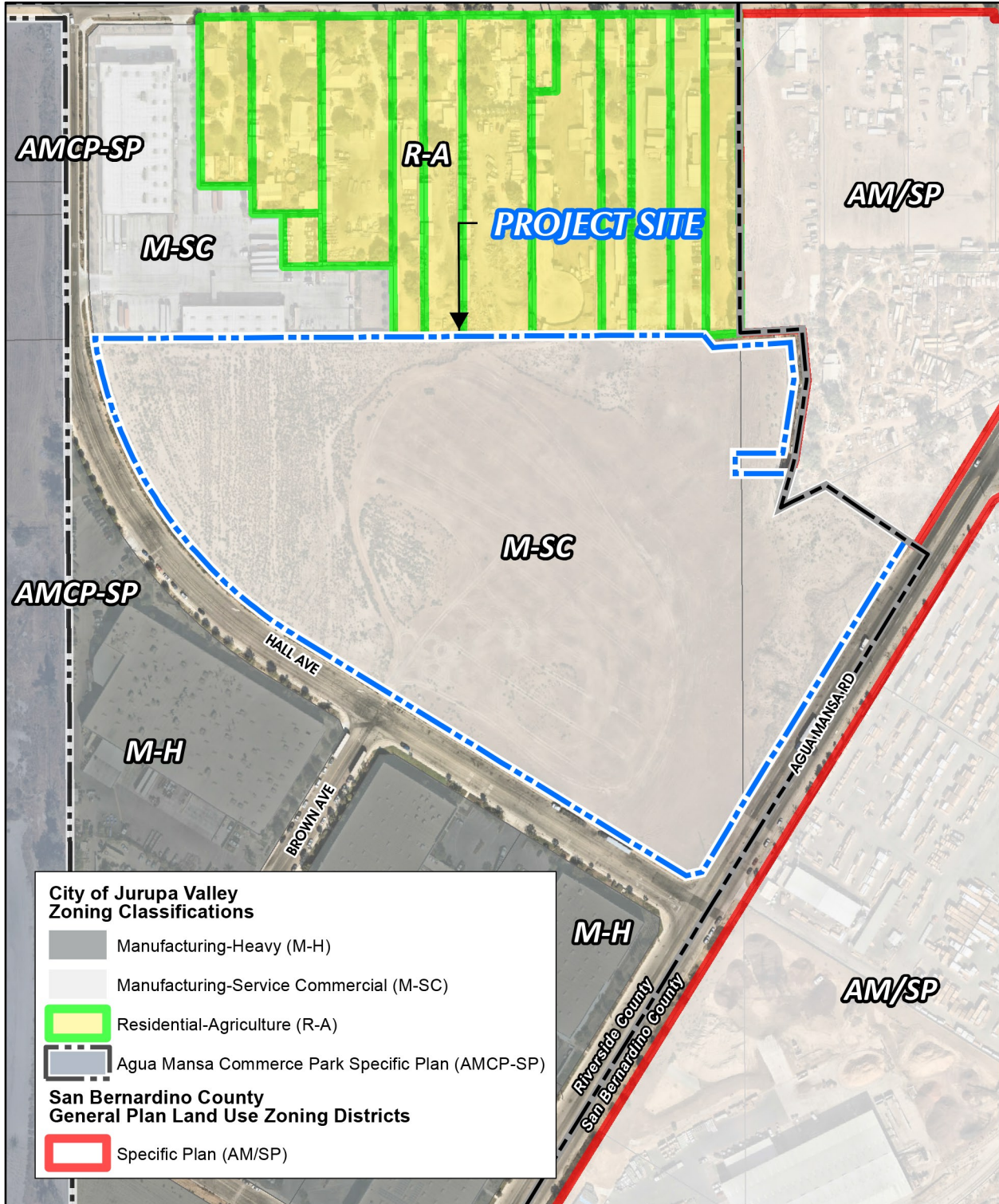


Source(s): City of Jurupa Valley (2017), Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020), San Bernardino County GP (2014)

Figure 3-5

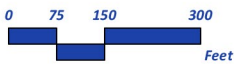


**EXISTING GENERAL PLAN
LAND USE DESIGNATIONS**

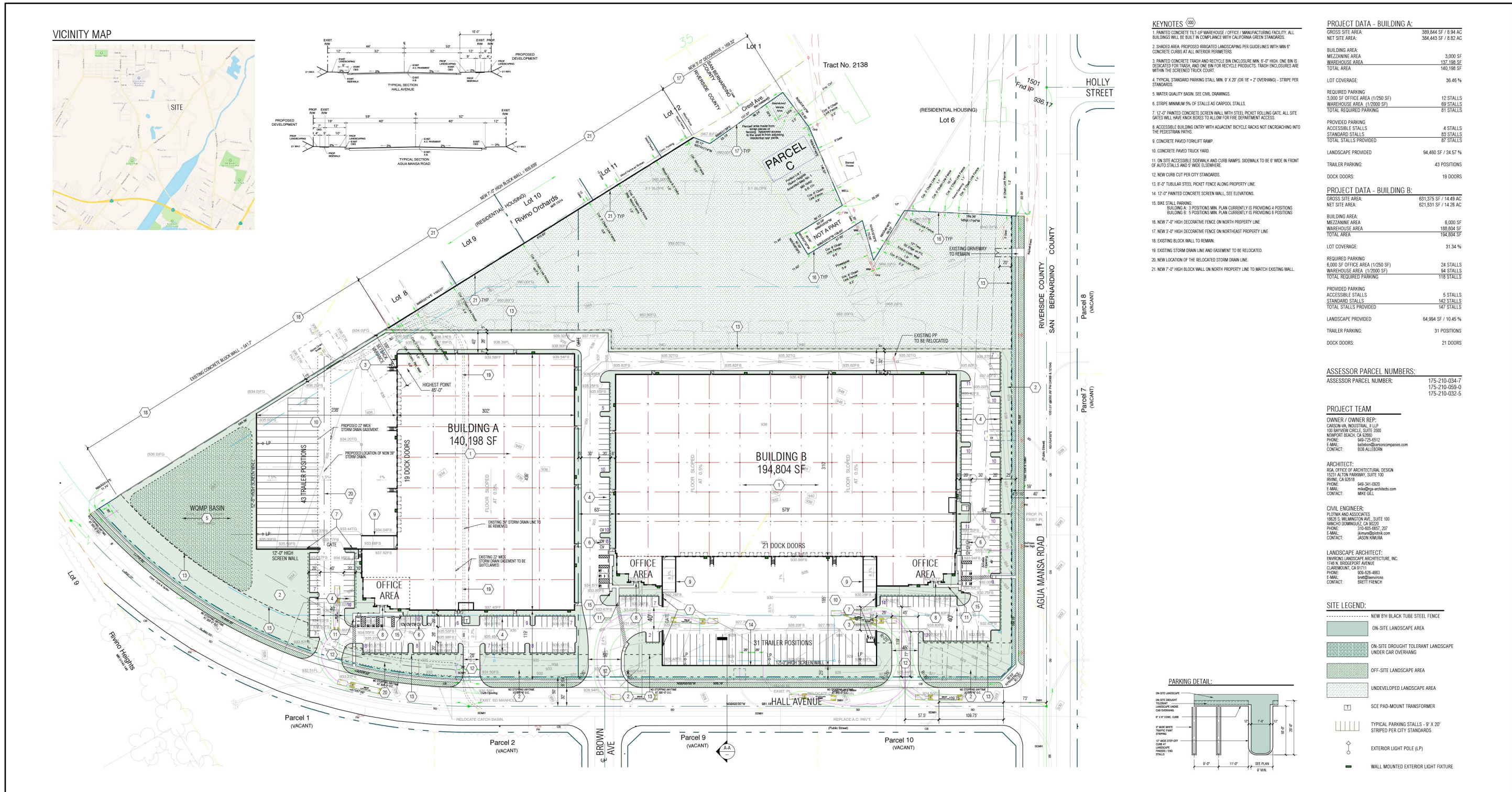


Source(s): Agua Mansa Commerce Park Specific Plan Draft EIR (2019), City of Jurupa Valley (2019), ESRI, Nearmap Imagery (2020), RCTLMA (2019), San Bernardino County GP (2014)

Figure 3-6



EXISTING ZONING CLASSIFICATIONS



- KEYNOTES**
1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY. ALL BUILDINGS WILL BE BUILT IN COMPLIANCE WITH CALIFORNIA GREEN STANDARDS.
 2. SHADDED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL INTERIOR PERIMETERS.
 3. PAINTED CONCRETE TRASH AND RECYCLE BIN ENCLOSURE MIN. 6'-0" HIGH. ONE BIN IS DEDICATED FOR TRASH AND ONE BIN FOR RECYCLE PRODUCTS. TRASH ENCLOSURES ARE WITHIN THE SCREENED TRUCK COURT.
 4. TYPICAL STANDARD PARKING STALL MIN. 9' X 20' (OR 15' - 7' OVERHANG) - STRIPE PER STANDARDS.
 5. WATER QUALITY BASIN. SEE CIVIL DRAWINGS.
 6. STRIPE MINIMUM 5% OF STALLS AS CARPOOL STALLS.
 7. 12'-0" PAINTED CONCRETE SCREEN WALL WITH STEEL PICKET ROLLING GATE. ALL SITE GATES WILL HAVE INCH BOLDS TO ALLOW FOR FIRE DEPARTMENT ACCESS.
 8. ACCESSIBLE BUILDING ENTRY WITH ADJACENT BICYCLE RACKS NOT ENCRACHING INTO THE PEDESTRIAN PATHS.
 9. CONCRETE PAVED FORKLIFT RAMP.
 10. CONCRETE PAVED TRUCK YARD.
 11. ON SITE ACCESSIBLE SIDEWALK AND CURB RAMPS. SIDEWALK TO BE 6' WIDE IN FRONT OF AUTO STALLS AND 5' WIDE ELSEWHERE.
 12. NEW CURB CUT PER CITY STANDARDS.
 13. 8'-0" TUBULAR STEEL PICKET FENCE ALONG PROPERTY LINE.
 14. 12'-0" PAINTED CONCRETE SCREEN WALL, SEE ELEVATIONS.
 15. 8'-0" TUBULAR STEEL PICKET FENCE ALONG PROPERTY LINE.
 16. NEW 7'-0" HIGH DECORATIVE FENCE ON NORTH PROPERTY LINE.
 17. NEW 3'-0" HIGH DECORATIVE FENCE ON NORTHEAST PROPERTY LINE.
 18. EXISTING BLOCK WALL TO REMAIN.
 19. EXISTING STORM DRAIN LINE AND EASEMENT TO BE RELOCATED.
 20. NEW LOCATION OF THE RELOCATED STORM DRAIN LINE.
 21. NEW 7'-0" HIGH BLOCK WALL ON NORTH PROPERTY LINE TO MATCH EXISTING WALL.

PROJECT DATA - BUILDING A:

GROSS SITE AREA:	389,844 SF / 8.84 AC
NET SITE AREA:	384,443 SF / 8.82 AC
BUILDING AREA:	3,000 SF
MEZZANINE AREA:	137,198 SF
WAREHOUSE AREA:	140,198 SF
TOTAL AREA:	140,198 SF
LOT COVERAGE:	36.46 %
REQUIRED PARKING:	12 STALLS
3,000 SF OFFICE AREA (1/250 SF)	89 STALLS
WAREHOUSE AREA (1/2000 SF)	81 STALLS
TOTAL REQUIRED PARKING:	99 STALLS
PROVIDED PARKING:	4 STALLS
ACCESSIBLE STALLS:	83 STALLS
STANDARD STALLS:	87 STALLS
TOTAL STALLS PROVIDED:	94 STALLS
LANDSCAPE PROVIDED:	94,480 SF / 24.57 %
TRAILER PARKING:	43 POSITIONS
DOCK DOORS:	19 DOORS

PROJECT DATA - BUILDING B:

GROSS SITE AREA:	831,375 SF / 14.49 AC
NET SITE AREA:	821,831 SF / 14.28 AC
BUILDING AREA:	6,000 SF
MEZZANINE AREA:	188,804 SF
WAREHOUSE AREA:	188,804 SF
TOTAL AREA:	188,804 SF
LOT COVERAGE:	31.34 %
REQUIRED PARKING:	24 STALLS
6,000 SF OFFICE AREA (1/250 SF)	84 STALLS
WAREHOUSE AREA (1/2000 SF)	118 STALLS
TOTAL REQUIRED PARKING:	118 STALLS
PROVIDED PARKING:	5 STALLS
ACCESSIBLE STALLS:	142 STALLS
STANDARD STALLS:	147 STALLS
TOTAL STALLS PROVIDED:	147 STALLS
LANDSCAPE PROVIDED:	84,994 SF / 10.45 %
TRAILER PARKING:	31 POSITIONS
DOCK DOORS:	21 DOORS

ASSESSOR PARCEL NUMBERS:

ASSESSOR PARCEL NUMBER: 175-210-034-7
 175-210-059-0
 175-210-032-5

PROJECT TEAM

OWNER / OWNER REP:
 CARSON INDUSTRIAL, 8110
 100 BAYVIEW CIRCLE, SUITE 3000
 NEWPORT BEACH, CA 92660
 PHONE: 949-725-6512
 E-MAIL: sales@carsoncompanies.com
 CONTACT: MIKE GILL

ARCHITECT:
 RGA OFFICE OF ARCHITECTURAL DESIGN
 15231 ALTON PARKWAY, SUITE 100
 IRVINE, CA 92618
 PHONE: 949-341-0020
 E-MAIL: rga@rga-architects.com
 CONTACT: MIKE GILL

CIVIL ENGINEER:
 PLOTNIK AND ASSOCIATES
 1820 S. WILMINGTON AVE., SUITE 100
 RANCHO DOMINGUEZ, CA 91220
 PHONE: 714-948-4927, 207
 E-MAIL: jplotnik@plotnik.com
 CONTACT: RACON RUIZ-ISA

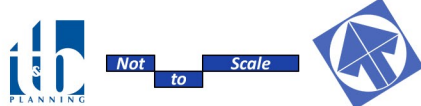
LANDSCAPE ARCHITECT:
 INVIRNS LANDSCAPE ARCHITECTURE, INC.
 1726 N. BROADFORD AVENUE
 CLAREMOUNT, CA 91711
 PHONE: 909-458-4563
 E-MAIL: khr@invirns.com
 CONTACT: BRETT FRENCH

- SITE LEGEND:**
- NEW 6" BLACK TUBE STEEL FENCE
 - ON-SITE LANDSCAPE AREA
 - ON-SITE DROUGHT TOLERANT LANDSCAPE UNDER CAR OVERHANG
 - OFF-SITE LANDSCAPE AREA
 - UNDEVELOPED LANDSCAPE AREA
 - SCE PAD-MOUNT TRANSFORMER
 - TYPICAL PARKING STALLS - 9' X 20' STRIPE PER CITY STANDARDS
 - EXTERIOR LIGHT POLE (L.P.)
 - WALL MOUNTED EXTERIOR LIGHT FIXTURE



Source(s): RGA (08-05-2019)

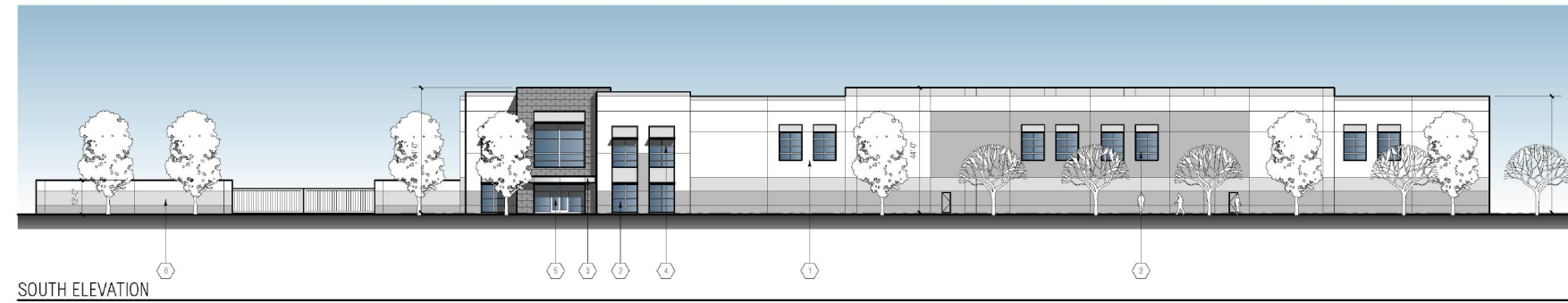
Figure 3-7



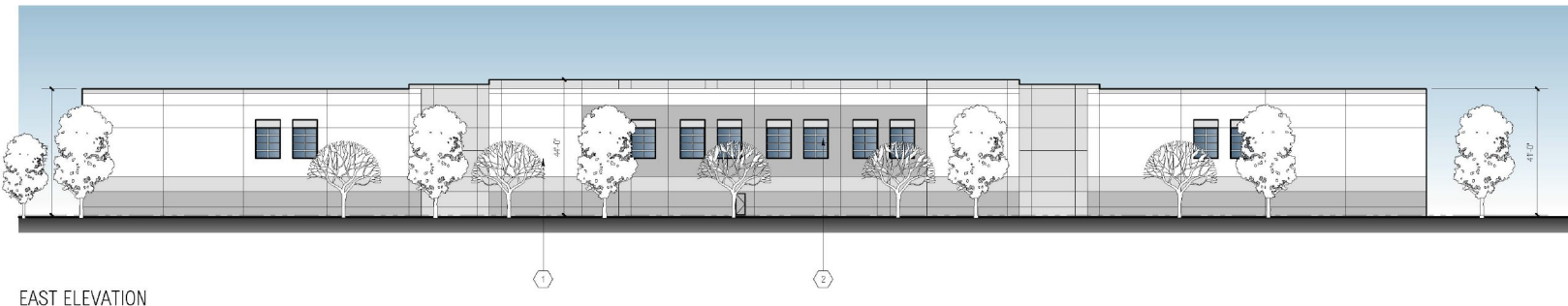
Lead Agency: City of Jurupa Valley

PROPOSED SITE PLAN

SCH No. 2020010137



SOUTH ELEVATION



EAST ELEVATION



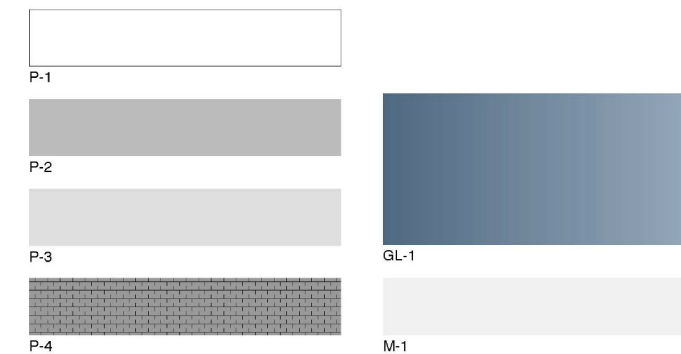
NORTH ELEVATION



WEST ELEVATION

KEYNOTES: (00)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. METAL SHADING DEVICE OVER UPPER LEVEL WINDOWS.
5. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
6. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
7. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
8. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

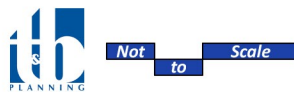


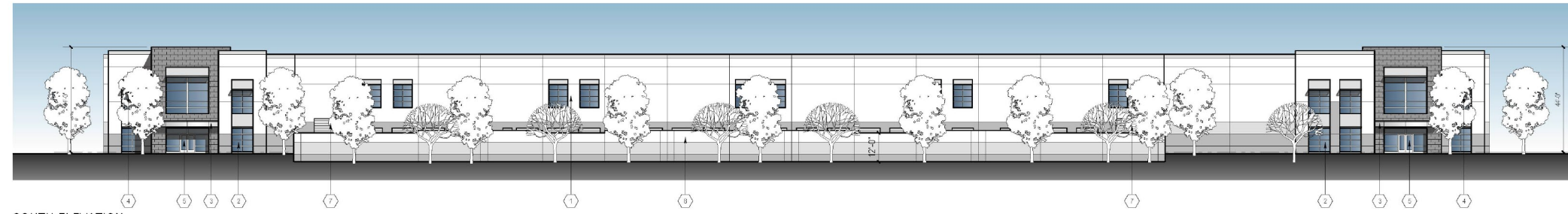
FINISH SCHEDULE		
CODE	MATERIAL	DESCRIPTION
P-1	FIELD COLOR	COLOR: FRAZER - WASH BASIN - CL 3211W
P-2	ACCENT COLOR	COLOR: FRAZER - REP - CL 3218S
P-3	FIELD COLOR	COLOR: FRAZER - CL 3214M - MARBLEMITE
P-4	FIELD COLOR	COLOR: FRAZER - CL 3216A - BRANCHED
GL-1	GLAZING	BLUE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUM.

FINISH SCHEDULE

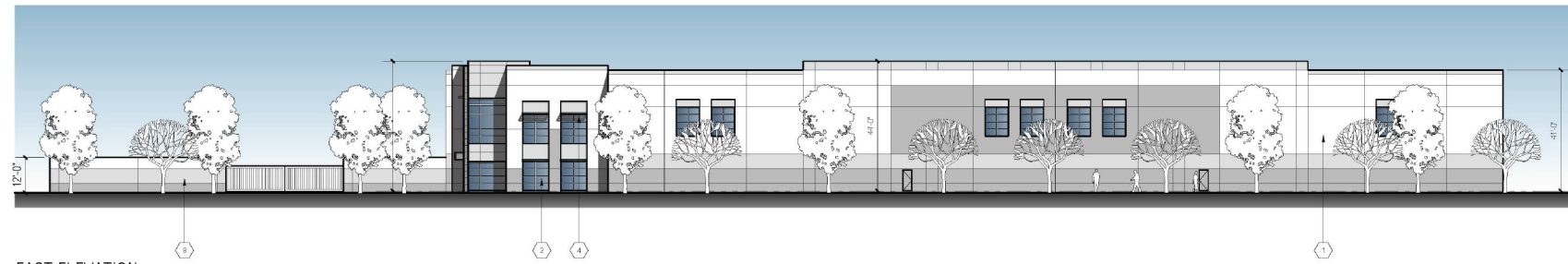
Source(s): RGA (10-20-2020)

Figure 3-8

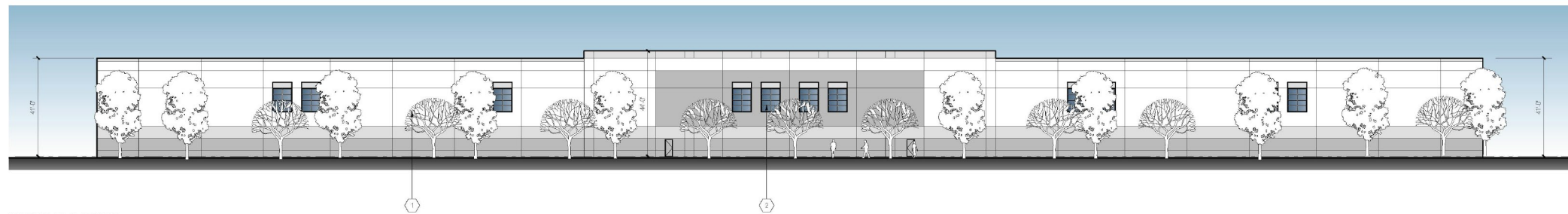




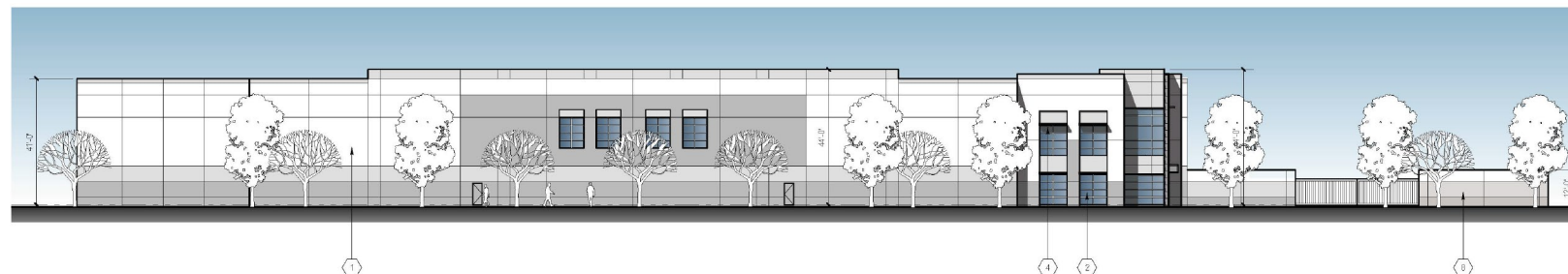
SOUTH ELEVATION



EAST ELEVATION



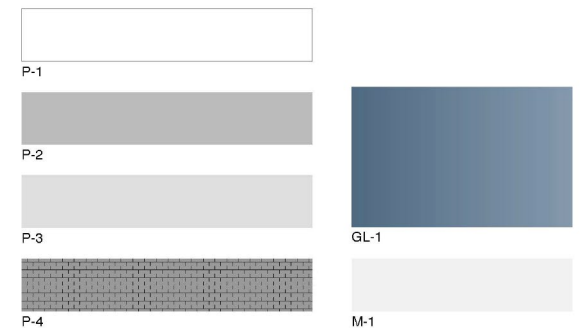
NORTH ELEVATION



WEST ELEVATION

KEYNOTES: (00)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. METAL SHADING DEVICE OVER UPPER LEVEL WINDOWS.
5. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
6. PAINTED 9' 0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
7. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
8. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

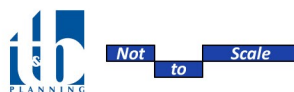


CODE	MATERIAL	DESCRIPTION
P-1	WIELD COLOR	COLOR FINISH: ANGR BASH - CL 3021W
P-2	ACCENT COLOR	COLOR FINISH: EFP - CL 3018
P-3	WIELD COLOR	COLOR FINISH: CL 3018M - BRUSHED
P-4	WIELD COLOR	COLOR FINISH: CL 3018A - BRUSHED
GL-1	GLAZING	BLUE GLAZING
M-1	MULLIONS	CLEAR ANODIZED ALUM

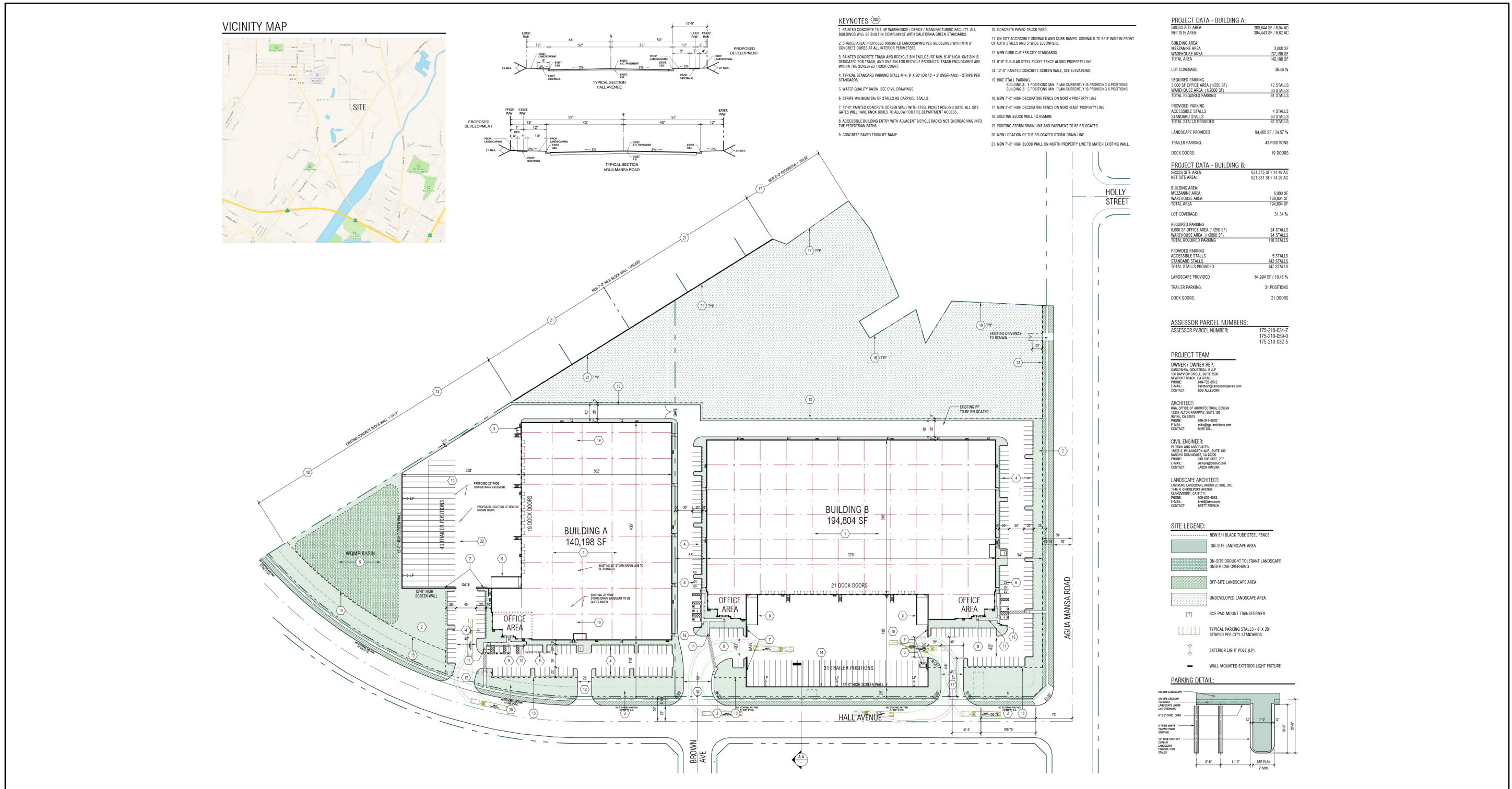
FINISH SCHEDULE

Source(s): RGA (10-06-2020)

Figure 3-9

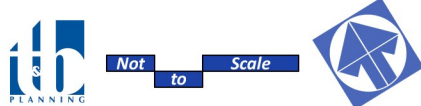


BUILDING B EXTERIOR ELEVATIONS

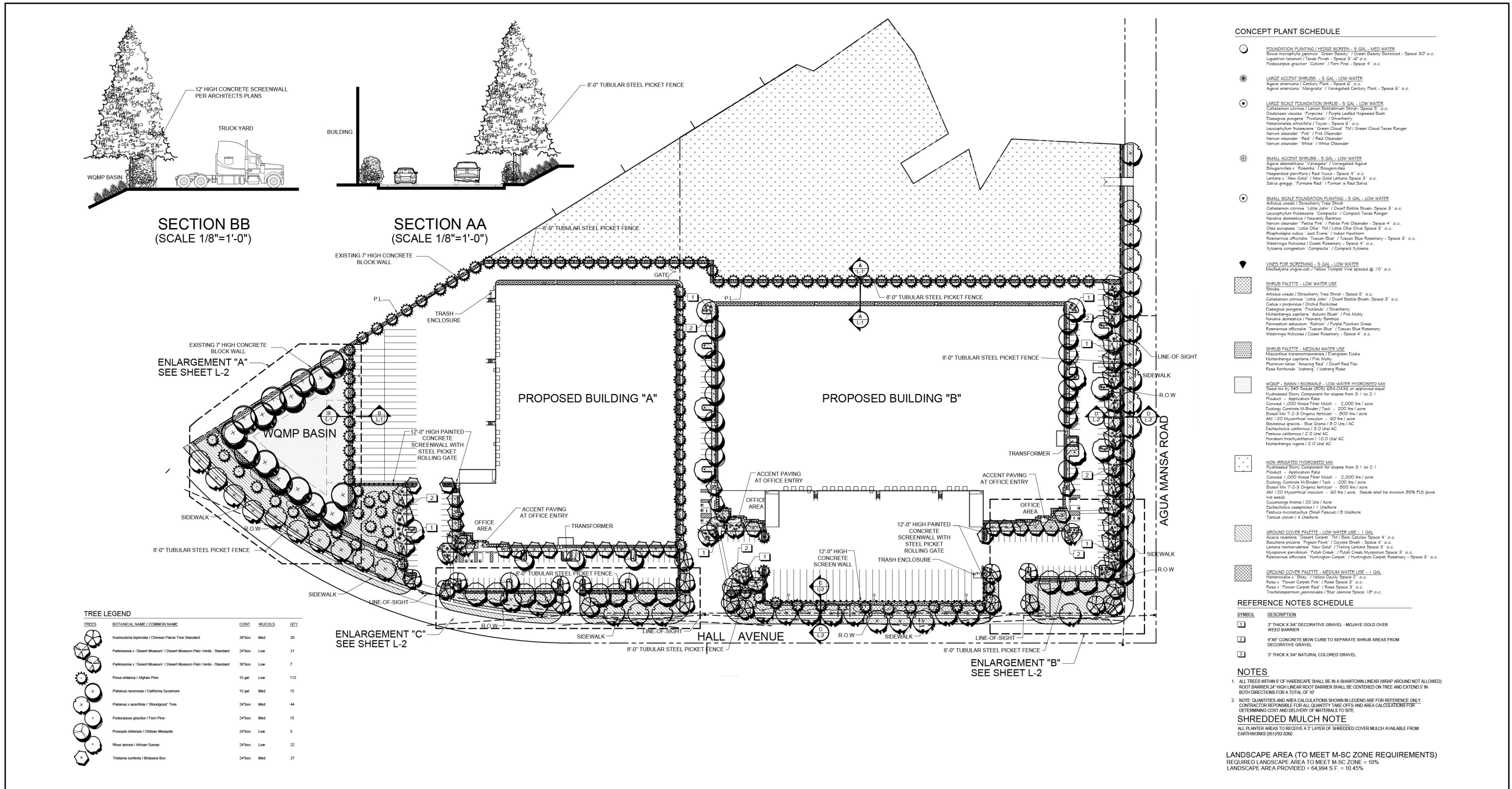


Source(s): RGA (08-05-2019)

Figure 3-10

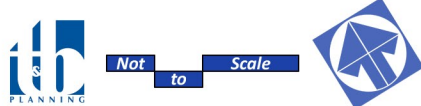


PROPOSED TRUCK TURNING MOVEMENTS



Source(s): Environs Inc. (07-10-2019)

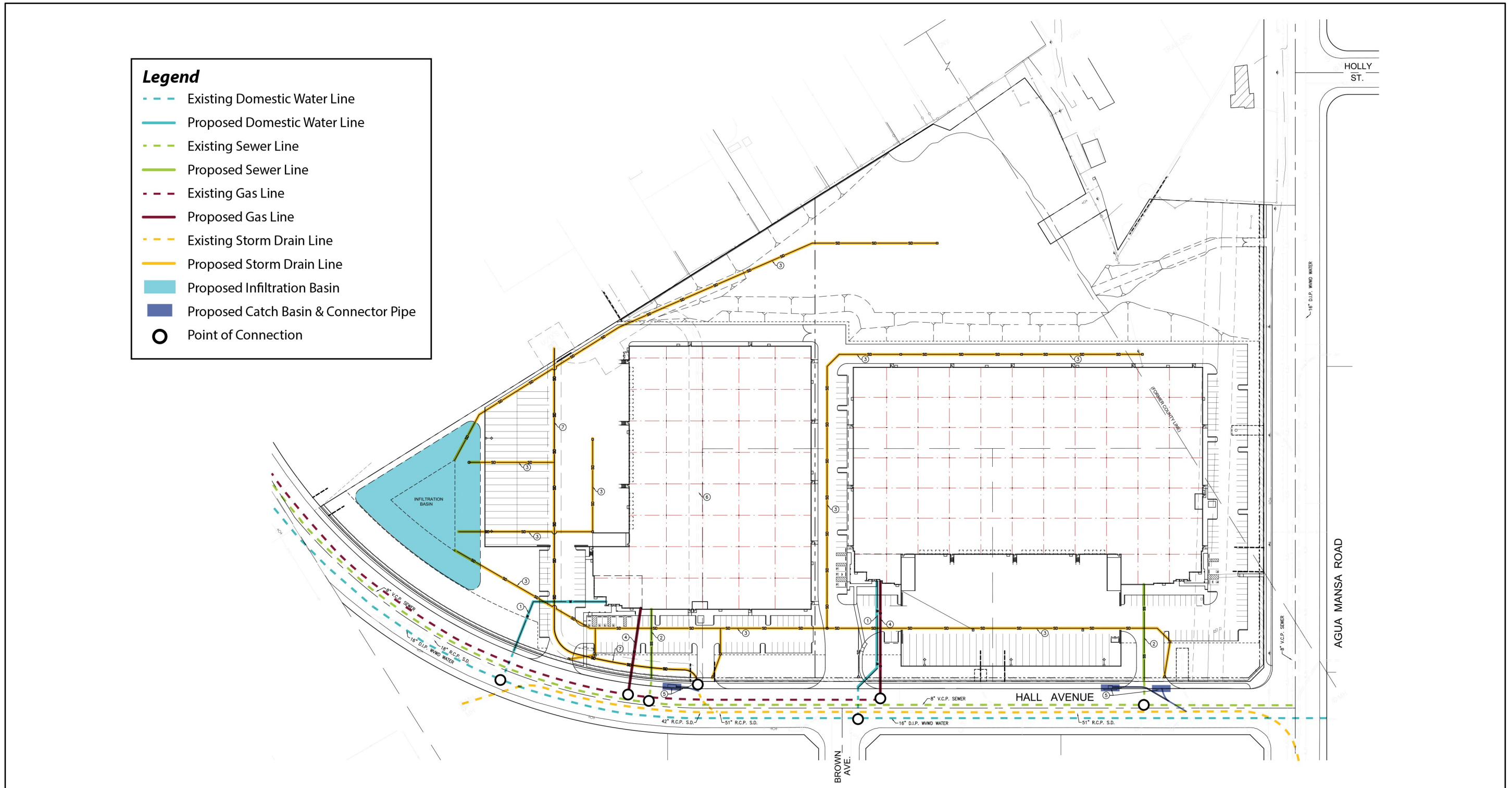
Figure 3-11



CONCEPTUAL LANDSCAPE PLAN

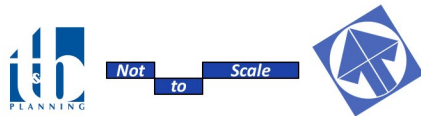
Lead Agency: City of Jurupa Valley

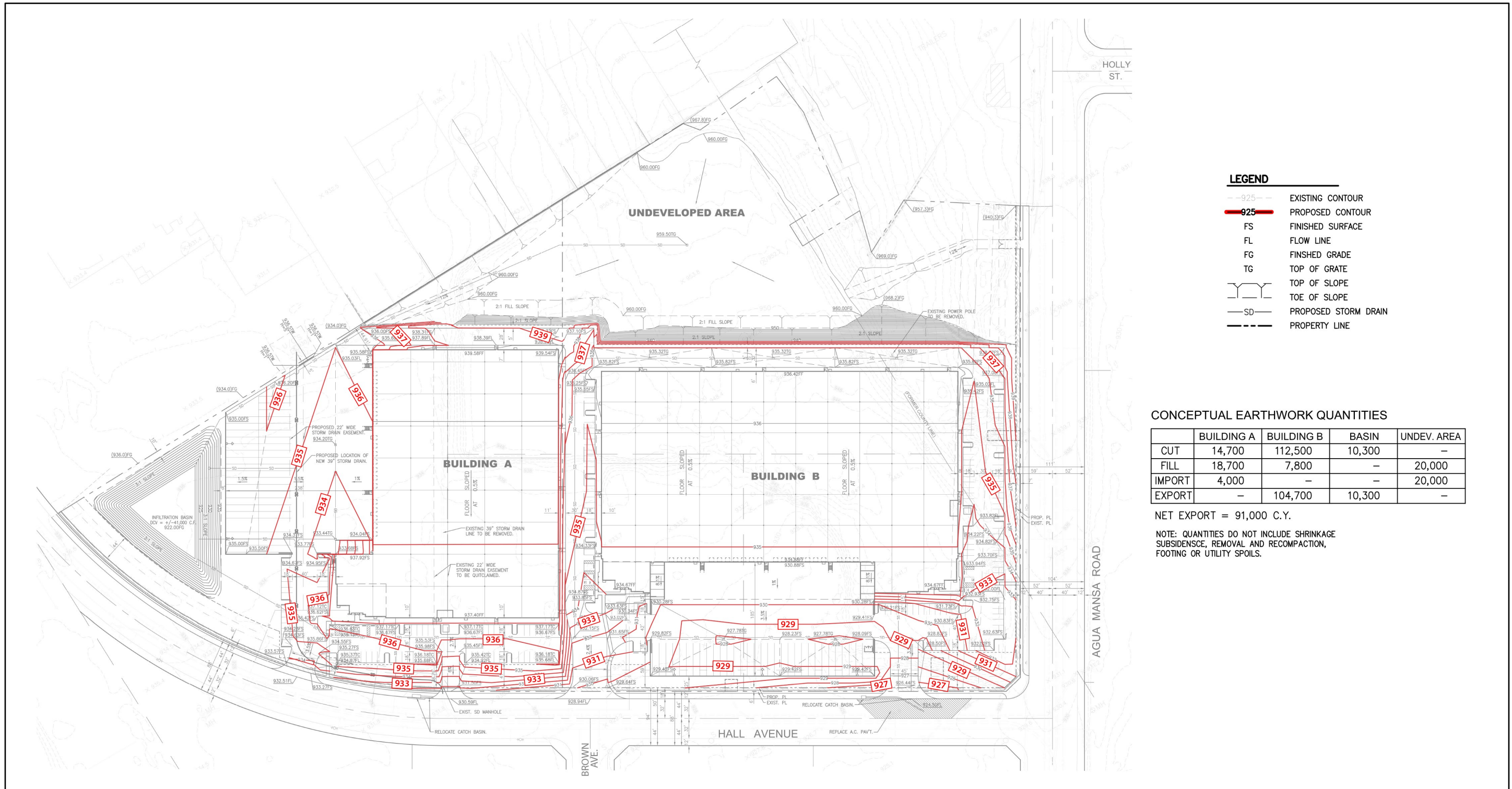
SCH No. 2020010137



Source(s): Plotnick & Associates (08-12-2019)

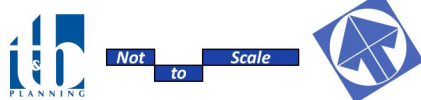
Figure 3-12





Source(s): Plotnick & Associates (08-12-2019)

Figure 3-13





4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

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

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared an Initial Study (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR. Public comment on the scope of this EIR consisted of written comments received by the City of Jurupa Valley in response to the NOP; the City received no comments from members of the public at the EIR scoping meeting held on January 28, 2020. Taking all known information and public comments into consideration, fourteen (14) primary environmental subject areas are evaluated in this Section 4.0, as listed below. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Aesthetics	4.8 Hazards and Hazardous Materials
4.2 Air Quality	4.9 Hydrology and Water Quality
4.3 Biological Resources	4.10 Land Use and Planning
4.4 Cultural Resources	4.11 Noise
4.5 Energy	4.12 Transportation
4.6 Geology and Soils	4.13 Tribal Cultural Resources
4.7 Greenhouse Gas Emissions	4.14 Utilities and Service Systems

Sections 4.1 through 4.14 provide analysis of impacts for those environmental topics where it was determined that the Project could result in “potentially significant impacts.” Each topical section includes the following information:

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



The Initial Study (*Technical Appendix A*) also determined that certain issues under an environmental topic would not be significantly affected by implementation of the project. These issues are not discussed further in this EIR and include:

- Agriculture and Forestry Resources
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Wildfire

4.0.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

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

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

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

4.0.3 TERMINOLOGY USED IN THIS EIR

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

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

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



terms are used to describe the level of significance following the application of recommended mitigation measures:

- **Less than significant with mitigation incorporated.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).
- **Significant and unavoidable.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

4.0.4 SCOPE OF CUMULATIVE EFFECTS ANALYSIS

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

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

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

The cumulative impact analysis in this EIR uses both Method A and Method B. Method B uses the City of Jurupa Valley's comprehensive General Plan, which was adopted by the Jurupa Valley City Council on September 7, 2017. Cumulative impact analyses will use the projections in the long-range planning documents—such as Jurupa Valley's General Plan, Southern California Association of Governments' in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and South Coast Air Quality Management District's 2016 Air Quality Management Plan (AQMP). This information was supplemented with a list of related projects (Method A), described in detail below.

The projections for residential and non-residential buildout potential under the Agua Mansa Commerce Park Specific Plan Draft EIR are indicated in Table 4.0-1, *City of Jurupa Valley General Plan Buildout*



Projections. The projected growth conditions in the City by 2035 include a conversion of a total of 4,494 acres of vacant developable land, which is 16.1 percent of the total City area. Future growth is anticipated to result in 14,332 new residential units and a maximum of 36.6 million sf of new nonresidential buildings.

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

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

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

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

- **Aesthetics.** Aesthetic impacts are based on the regional scenic resources specified in the City’s General Plan, such as the Pedley Hills, Jurupa Mountains, and Santa Ana River.
- **Air Quality.** Air quality impacts are based on the regional boundaries and emissions standards of the South Coast Air Basin.
- **Biological Resources.** The cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site.
- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site.



- **Energy.** Energy impacts are based on the service areas of Southern California Edison and SoCalGas.
- **Geological Resources.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts. However, the cumulative analysis considers the Project site and nearby related projects.
- **Greenhouse Gas (GHG) Emissions.** Potential GHG emission impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on the regional boundaries and emissions standards of the South Coast Air Basin.
- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to the storage, handling, and use of hazardous substances. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts. However, the cumulative analysis considers the Project site and nearby related projects.
- **Hydrology and Water Quality.** The cumulative impact analysis for hydrology and water quality analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley Groundwater Basin.
- **Land Use and Planning.** Cumulative analysis for land use consistency considers the Project's impacts in conjunction with the General Plan and with development elsewhere throughout the cities of Jurupa Valley, Fontana, Ontario, Eastvale, and the larger Riverside County area.
- **Noise.** Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards, as well as Riverside and San Bernardino County noise standards, and considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The study area is aligned with the traffic study area.
- **Transportation and Traffic.** The traffic study considers development of the proposed Project in conjunction with other development projects and planned development
- **Tribal Cultural Resources.** Cumulative analysis considers development of the proposed Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the northwestern area of Riverside County and the traditional use area of the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the San Manuel Band of Mission Indians.



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

4.0.5 RELATED PROJECTS

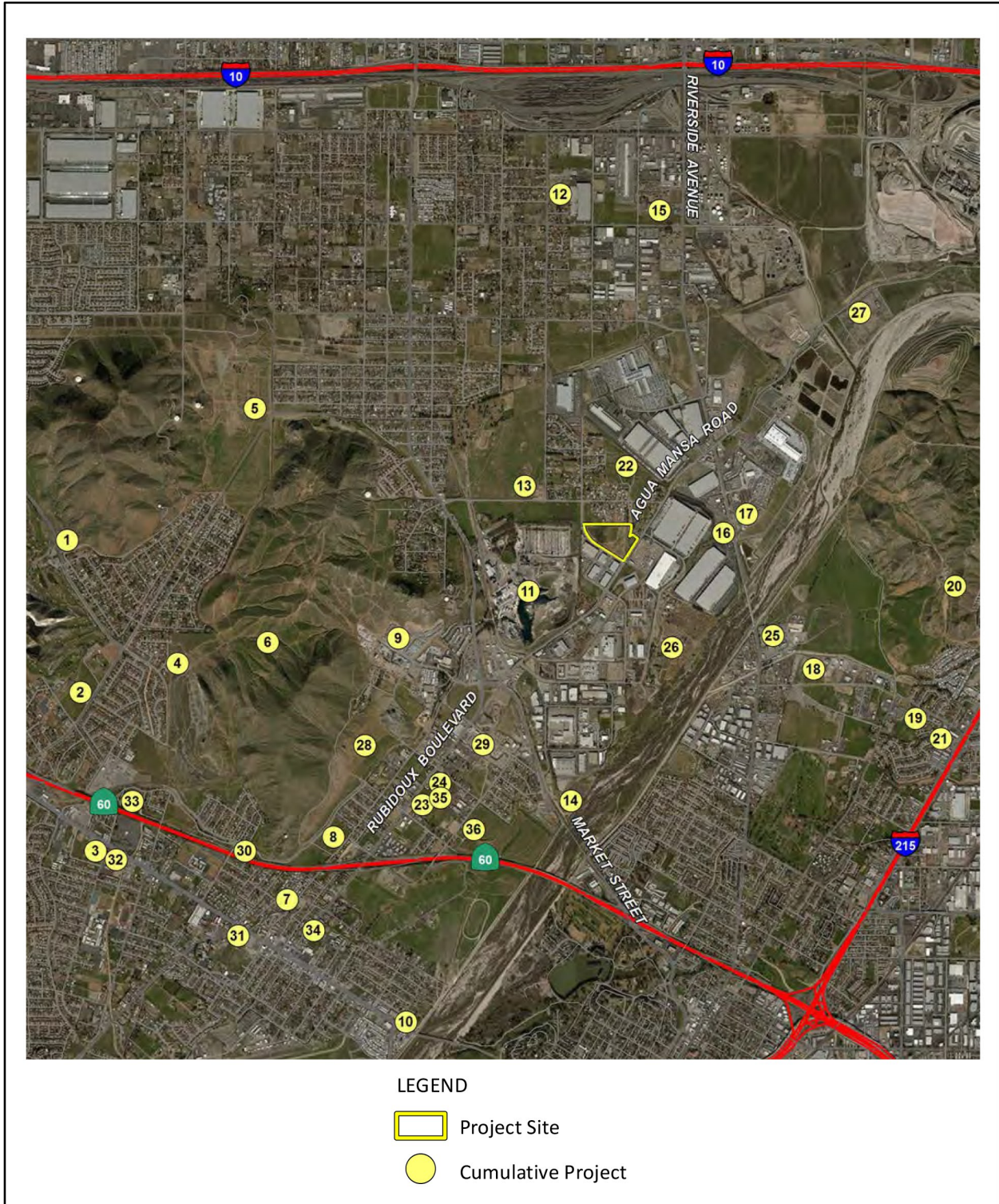
The list of related projects was prepared based the Project’s Traffic Impact Analysis (*Technical Appendix J*) and uses data from the cities of Jurupa Valley, Fontana, Rialto, Colton, Bloomington, and the County of Riverside. A total of 36 cumulative projects were identified in the study area for the traffic study, shown on Table 4.0-2, *Cumulative Development Land Use Summary*, and Figure 4.0-1, *Cumulative Development Location Map*.

Table 4.0-2 Cumulative Development Land Use Summary

ID	Project/Location	Land Use	Quantity	Units
City of Jurupa Valley				
1	Northeast of Sierra Ave, Across from Oak Quarry Golf Club	Tentative Tract Map 33373 (KR Land)	96	DU
2	NWC of Armstrong Rd and 34 th St	Monarch at the Quarry	86	DU
3	6316 Mission Blvd	99 Cents Only Store	18.01	TSF
4	NEC of Canal St and Armstrong Rd	Highland Park Community	398	DU
6	Sierra Ave and Rubidoux Blvd	Rio Vista Specific Plan	1024	DU
			339	DU
7	NWC of Avalon St and 36 th St	Avalon Court	24	DU
8	30 th St and Avalon St	Emerald Ridge	118	DU
			281	DU
9	20 th St and Caterpillar Ct	Caterpillar Business Park/Rubidoux Business Park	306.89	TSF
10	NEC of Mission Blvd and Crestmore Rd	Northtown Mixed Use Project	31.38	TSF
			68	DU
11	NEC of Rubidoux Blvd and Market St	Agua Mansa Commerce Park	4216.00	TSF
			264.00	TSF
			67	AC
13	NWC of Cactus Ave and El Rivino Rd	Panattoni I-10	2,475.75	TSF
14	1890 Market St	Market Street Commercial	4.72	TSF
			2.70	TSF
			18.00	FVP
23	2780 Rubidoux Blvd	Lord Property Jurupa Valley	25.43	TSF
24	SEC Rubidoux Blvd and 26 th St	Lord Property – Midlands Carrier Transicold	42.13	TSF
26	Holly St.	Holly Street Truck Terminal	450.00	TSF



ID	Project/Location	Land Use	Quantity	Units
28	SWC of Avalon St 25 th St	Industrial Warehouse – Proficiency Rubidoux, LLC	1,256.26	TSF
29	SEC of Rubidoux Blvd and 24 th St	Kiewit Infrastructure West	63.00	TSF
30	SEC La Rue St and Canal St	La Rue Apartments	80	DU
31	SEC Riverview St and Mission Blvd	Mission Plaza	118.68	TSF
32	SEC Mission Blvd and Opal St	Legend Shopping Center	50.00	TSF
33	SEC Opal St and Canal St	TTM37211 & CZI7003	48	DU
34	3590 Rubidoux Blvd	RCSD Headquarters	33.39	TSF
35	SEC of Rubidoux Blvd and 24 th St	Bailey Building	32.70	TSF
36	2700 Hall Ave	West Riverside Landfill Solar	8.17	MW
Fontana				
5	SWC of Locust Ave and Jurupa Ave	West Valley Logistics Center	3,470.00	TSF
Rialto				
12	2353 S. Cactus Ave	Wheeler Trucking Project	4.69	AC
15	NEC Willow Ave and Santa Ana Ave	Willow Avenue Warehouse	527.90	TSF
16	NWC of Riverside Ave/Kline Ranch Rd and Miguel Bustamante Pkwy	Riverside Warehouse	86.29	TSF
17	NEC of Riverside Ave/Kline Ranch Rd and Miguel Bustamante Pkwy	Agua Mansa Commerce Center	447.33	TSF
Colton				
18	NEC of Placentia Lane and Center St	Center Street Development	247.00	TSF
20	NWC of La Cadena Dr and future Pellissier Rd	Roquet Ranch Specific Plan	??	??
25	2163 Riverside Ave	High Cube Warehouse	447.33	TSF
27	1600 Agua Mansa Road	1600 Agua Mansa Road	340.00	TSF
Riverside				
19	3444 Center Street	Center Park Residential Project	99	ODU
21	South of Center St, between Viola Dr and Stephens Ave	Condominiums	61	DU
Bloomington				
22	12050 Agua Mansa Rd	Rialto Fulfillment Center 3	505.91	TSF



Source(s): LSA (October 2020)

Figure 4.0-1



Not to Scale



CUMULATIVE DEVELOPMENT LOCATION MAP



4.1 AESTHETICS

The following analysis is based on information obtained from site photos taken by T&B Planning Inc. staff (T&B) (T&B Planning, 2020); Google Earth Pro (Google Earth, 2020); City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); City of Jurupa Valley Municipal Code; and Project site plans. All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.1.1 ENVIRONMENTAL SETTING

A. Existing Character

1. Project Site

State Route 60 (SR-60) is located approximately 1.9 miles south of the Project site, Interstate 10 (I-10) is located approximately 2.5 miles north of the Project site, and I-215 is located approximately 2.4 miles east of the Project site.

Under existing conditions, the Project site is vacant and undeveloped and does not currently generate any artificial light. Single-family residences and industrial uses abut the Project site's northern boundary, Agua Mansa Road and land used for vehicle storage are located adjacent to the Project site's eastern boundary, and Hall Avenue is located immediately south and west of the Project site. Additionally, on the opposite sides of Hall Avenue and Agua Mansa Road, there are existing industrial developments and a vacant/former cement plant. The Project site does not currently generate any artificial light, however, the area surrounding the Project site is developed and prevalently illuminated by existing artificial lighting sources.

2. Surrounding Land Uses

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

- **North:** The area immediately north of the Project site is under the jurisdiction of the City and is designated as Heavy Industrial (HI) and Low-Density Residential, and zoned as Manufacturing-Service Commercial (M-SC) and Residential-Agriculture (R-A). The developments located north of the Project site include an industrial use and residences that include vehicle storage. The industrial use contains ornamental landscaping, parking lot lights, building lights, and a masonry wall. The residential uses contain various types of debris and vehicles, with a fence/wall separating the residential areas from the Project site.
- **East:** The area immediately east of the Project site is under the jurisdiction of San Bernardino County and is designated as Medium Industrial (AM-SP) by San Bernardino County's General Plan. The developments located east of the Project site include non-conforming residences that store vehicles and industrial development. The non-conforming residential uses contain ornamental trees and various types of vehicles, and is separated from



the Project site by a dilapidated fence/wall. The industrial use contains ornamental landscaping and a masonry block wall along the property's perimeter.

- **South:** The area to the south is designated as HI and zoned as Manufacturing-Heavy (M-H). The development located south of the Project site includes industrial uses. The industrial uses contain ornamental landscaping along the perimeters of the properties.
- **West:** The area to the west is zoned as Business Park with Specific Plan Overlay (BP-SPO). The development located west of the Project site includes the former Riverside Cement Company Plant, which is currently vacant. The property contains structures from the former cement plant, a quarry, and ruderal vegetation.

B. Existing Views

As shown in Figure 3-3, *Aerial Photograph*, from Section 3.0, *Project Description*, of this EIR, the Project site is surrounded by existing development. Additionally, site photographs shown in Figure 4.1-1 through Figure 4.1-4, Views 1 through 7, depict the existing condition of the Project site as viewed from the Project site's frontage along Hall Avenue and Agua Mansa Road. Views of the Project site are described in detail below. Further, Figure 4.1-5, *Off-Site Character Views*, depicts the current condition of the surrounding properties.

- View 1 (Figure 4.1-1): View 1 depicts views of the Project site from Hall Avenue, south of the intersection of Hall Avenue and El Rivino Road, in proximity to the site's northwest corner looking east and southeast. As shown in Figure 4.1-1, the Project site is vacant, undeveloped, and contains ruderal vegetation. Scattered debris surrounding the Project site is visible from this viewpoint. Chain link fencing surrounds the Project site's perimeter, except for a portion of the site's northern boundary, which includes a block wall installed by the existing industrial development. View 1 depicts the Project site's western portion and the site's varying topography; the northeastern portion of the Project site is elevated and the west and southwestern portion of the site are topographically flat. The existing industrial buildings south of the Project site and a utility pole and lines located immediately west of the Project site are visible from this viewpoint. Additionally, distant views of the La Loma Hills, Blue Mountain, and Sugarloaf Mountain are experienced from this portion of Hall Avenue.
- View 2 (Figure 4.1-2): View 2 depicts views of the Project site from the mid-point of Hall Avenue, north of the intersection of Brown Avenue and Hall Avenue, looking north, northeast, and southeast. View 2 provides a northern view to the central portion of the Project site. The central portion of the Project site contains ruderal vegetation and contains varying topography. Chain-link fencing along the Project site's perimeter is visible. Additionally, as shown in Figure 4.1-2, beyond the Project site, industrial and residential development, transmission poles and lines, and ornamental trees located north of the Project site are visible. Moreover, partial and distant views of the San Gabriel and San Bernardino Mountains are visible from this viewpoint.



- View 3 (Figure 4.1-2): View 3 depicts views of the Project site from the mid-point of Hall Avenue, south of the intersection of Brown Avenue and Hall Avenue, looking north, northeast, and southeast. View 3 provides a southern view of the central portion of the Project site. This view is substantially visually similar to View 2.
- View 4 (Figure 4.1-3): View 4 depicts views of the Project site from Hall Avenue, at the intersection of Hall Avenue and Agua Mansa Road, in proximity to the site's southeast corner looking northwest. View 4 provides views to the Project site's southeast corner, which includes views of the chain-link fencing along the site's perimeter, ruderal vegetation, and minor variations in topography. Distant views of the San Gabriel and San Bernardino Mountains are visible. View 4 provides views of existing development, transmission poles, and street trees near the Project site.
- View 5 (Figure 4.1-3): View 5 depicts views of the Project site from Agua Mansa Road, at the intersection of Hall Avenue and Agua Mansa Road, in proximity to the site's southeast corner looking north and northeast. As seen from View 5, the Project site contains an existing wooden real estate advertising sign and a wooden post in the southeast corner. Chain-link fencing along the Project site's perimeter is visible. Distant and partial views of the San Gabriel Mountains and Rattlesnake Mountains are visible. View 4 provides views of existing development, transmission poles, and street trees near the Project site.
- View 6 (Figure 4.1-4): View 6 depicts views of the Project site from the mid-point of Agua Mansa Road, at the east corner of the Project site, looking northwest. View 6 provides views of the Project site's eastern portion, which contains ruderal vegetation, an on-site old/dry cistern well, transmission poles, and chain-link fencing along the site's western boundary. Distant and partial views of the San Gabriel Mountains and Rattlesnake Mountain are visible.
- View 7 (Figure 4.1-4): View 7 depicts views of the Project site from Agua Mansa Road, near the intersection of Agua Mansa Road and Holly Street, in proximity to the site's southeast corner looking west. View 7 provides views of the Project site's southeast corner, which contains ruderal vegetation and a varying topography. Additionally, as shown in Figure 4.1-4, debris from the existing residential property with vehicle storage located to the immediate west and partial views of Rattlesnake Mountain are visible.



KEY MAP 

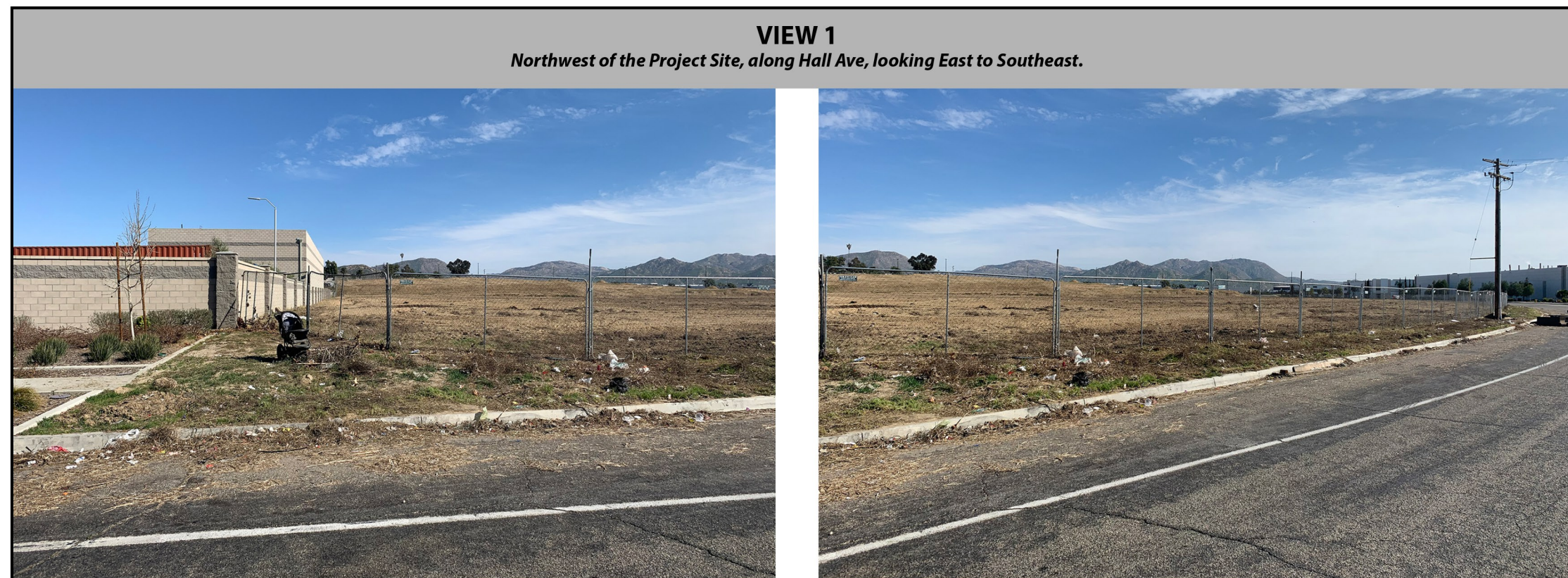
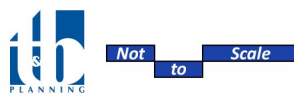
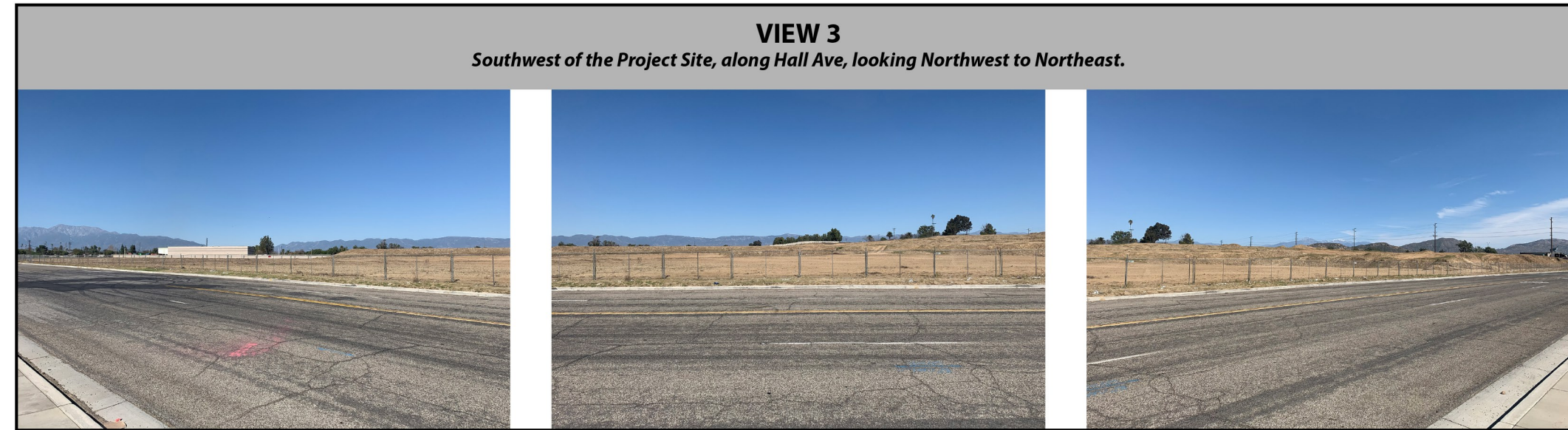
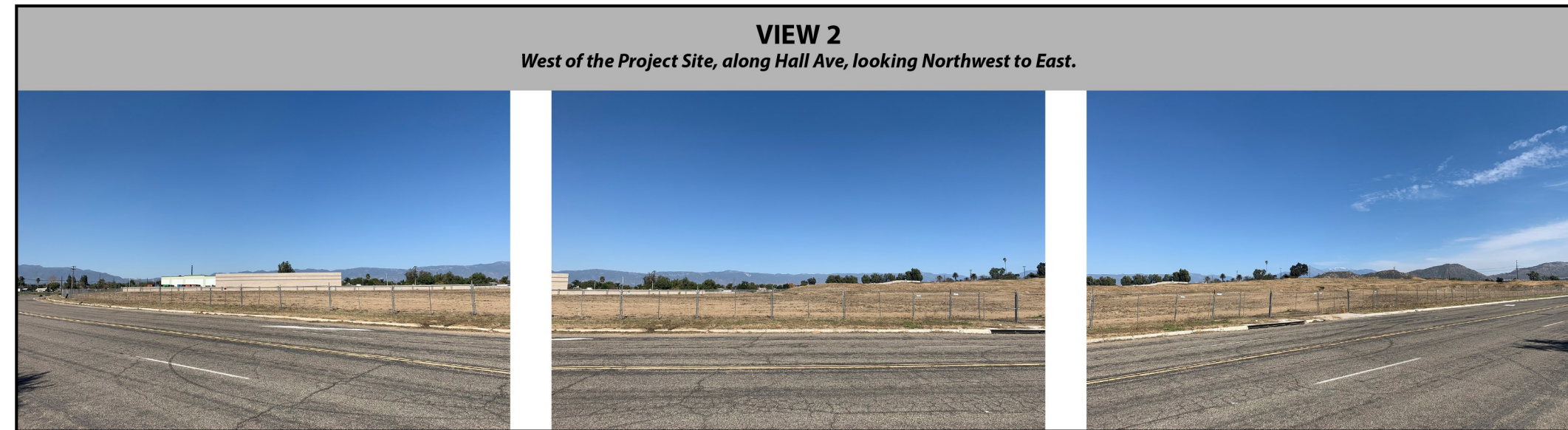


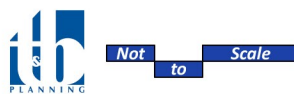
Figure 4.1-1





KEY MAP 

Figure 4.1-2





KEY MAP 

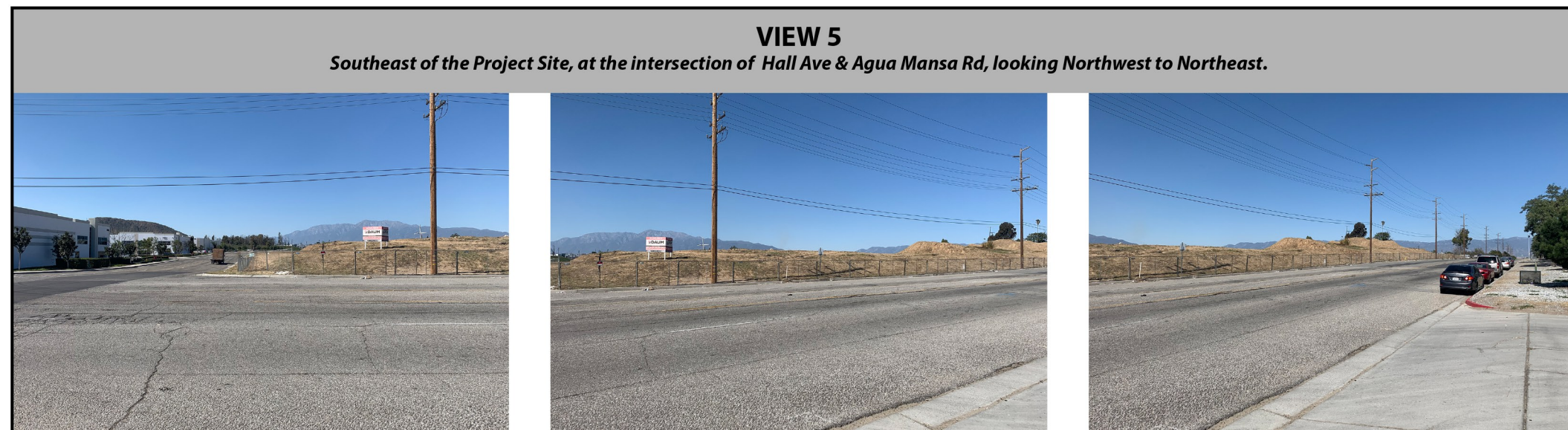


Figure 4.1-3

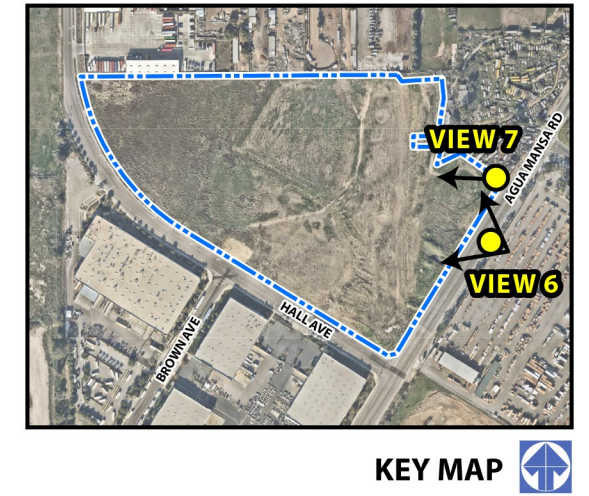


Figure 4.1-4



Figure 4.1-5



C. Existing Physical Features

The Project site topography in the southerly and southwesterly areas is relatively flat. Topography within the eastern portion of the site undulates and steps up in elevation with total relief of the property on the order of 45 feet (NorCal Engineering, 2020, p. 3). The Project site's elevation slopes from east to west with a high point of 965 feet above mean sea level (amsl) in the northeast corner and a low point of 924 feet amsl in the southeast corner. Scattered debris has been observed across the Project site from past dumping.

Various reported water wells and a possible old/dry cistern, 13 feet in diameter and in excess of 60 feet deep, are located within the eastern portion of the site (NorCal Engineering, 2020). Additionally, an apparent concrete structure of an unknown size was found in a depressed area within the Project site along Agua Mansa Road.

The Project site does not contain any natural unique landforms or physical features. The nearest natural physical feature to the Project site is La Loma Hills located approximately 1.30 miles east (Google Earth, 2020).

D. Viewsheds and Scenic Vistas

The City's General Plan does not identify the Project site or surrounding area as being within a viewshed of a scenic vista or contribute to a scenic vista (City of Jurupa Valley, 2017a, p. 1-19). Based on the site visit conducted by T&B on February 20, 2020, the following landforms are visible from the Project site: San Gabriel Mountains (northwest), San Bernardino Mountains (northeast), La Loma Hills, Sugarloaf Mountain (southeast), and Rattlesnake Mountain (west).

E. Scenic Highways

There are no Officially-Designated State scenic highways near the Project site. The nearest Officially Designated State scenic highway is SR-38 located approximately 16.3 miles east of the Project site. The nearest eligible scenic highway is I-215 from SR-74 near Romoland to SR-74 near Perris located approximately 20 miles southeast of the Project site (Caltrans, 2019).

F. Light and Glare

Under existing conditions, the Project site is vacant and undeveloped. The site does not feature any source of artificial light. Artificial lighting within the vicinity of the Project include:

- Headlights from vehicles traveling along the surrounding roadways of Agua Mansa Road and Hall Avenue; and,
- Lighting (signage, security lighting, and building lights) associated with the industrial uses to the north, south, east, and west and residential uses to the north and northeast.

Existing glare in the Project's vicinity is primarily from the vehicles traveling along Hall Avenue and Agua Mansa Road and the adjacent industrial and residential uses. Additionally, temporary glare is generated by vehicles parked along Brown Avenue to the southwest.

4.1.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to aesthetics. Additionally, no comments related to aesthetics were received during the public scoping period.

4.1.3 REGULATORY FRAMEWORK

The City of Jurupa Valley General Plan identifies policies that relate to aesthetic resources within the City. The specific policies outlined in the City's General Plan that are related to aesthetics and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*. It should be noted that the Project site shares its borders with unincorporated San Bernardino County, as such the Project's consistency with the San Bernardino County General Plan's regulation related to scenic vistas is provided under Threshold a of this Subsection.

4.1.4 METHODOLOGY

The Project site and surrounding areas were reviewed to determine the site's existing conditions and aesthetic features. On February 20, 2020, T&B visited the Project site and took photographs from the public rights-of-way surrounding the site to document the site's current conditions. The Project's Site Plan (Figure 3-7, *Proposed Site Plan*) and building elevations (Figure 3-8, *Building A Exterior Elevations*, and Figure 3-9, *Building B Exterior Elevation*) were reviewed. Additionally, City's General Plan and Municipal Code were evaluated to determine the potential impacts of the proposed Project regarding light, glare, and aesthetics.

4.1.5 THRESHOLDS OF SIGNIFICANCE

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

- a. *Have a substantial adverse effect on a scenic vista?*
- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*



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

4.1.6 IMPACT ANALYSIS

Threshold a: Would the Project have a substantial adverse effect on a scenic vista?

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

1. Plans, Policies, and Programs (PPPs)

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

The following applies to the Project and would reduce impacts relating to scenic resources. These requirements are included in the Project's Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance:

PPP 4.1-1 Per the Development Standards identified in the Agua Mansa Industrial Corridor Specific Plan, development of Heavy Industrial uses within the Specific Plan areas, shall include the following measures:

- 1) Where Heavy Industrial development is located across a street from residential, a 50-foot front setback shall be maintained. Of this 50-feet, the exterior 20 shall be landscaped while the remaining area may be used for parking. If the industrial development abuts a residential area, a 7-foot masonry wall shall be constructed on the property line and a 20-foot building setback shall be maintained in the side or rear yard, whichever is the case.
- 2) Within 100 feet of an existing or planned residential area, the maximum building height shall be 45 feet. (Maximum building height has been revised consistent with Variance No. 18008)

PPP 4.1-2 As required by the City of Jurupa Valley Zoning Ordinance Section 9.150.040(3)(c). The height of structures, including buildings, shall be as follows:

- 1) Structures shall not exceed 40 feet at the yard setback line.



- 2) Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 9.240.370 Ordinance No. 2012-02.
- 3) Structures other than buildings shall not exceed fifty (50) feet unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370 of this title.

PPP 4.1-3 As required by City of Jurupa Valley Zoning Ordinance Section 9.150.040(11). 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.

2. *Project Design Features (PDFs)*

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

The Project would include architectural features, walls/fencing, landscaped areas, hardscaping, and other exterior features, that are intended to create an aesthetically pleasing industrial development. The proposed buildings would be designed in a contemporary architectural style that features painted concrete of neutral shades of white, grey, and blue. The proposed buildings would feature exterior structures such as a mullion system and canopies. The Project would include tubular steel picket fencing along the property line contiguous with Agua Mansa Road and Hall Avenue. The Project would also construct a 7-foot block wall (an extension of the block wall separating the Project site from the industrial use north of the site) to separate the residential uses from the Project site and a 3-foot decorative wall fence at the far northeast boundary. The Project's landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter.

B. Impact Analysis

The City's General Plan defines scenic vistas as "points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes." Specifically, the City identifies publicly accessible vantage points of the Santa Ana River, Jurupa Mountains, and the Pedley Hills as scenic vistas (City of Jurupa Valley, 2017a, pp. 1-17-1-19). The Project site is located approximately 0.68-mile west of the Santa Ana River, approximately 2.31 miles east of the Jurupa Mountains, and 4.06 miles northeast of the Pedley Hills. Due to distance from identified scenic vistas, intervening development, and topography, the Project site and the immediate surrounding area do not provide publicly accessible vantage points to view these scenic areas. Further, the Project site is not located near a scenic corridor, as shown on Figure 4-23, *Jurupa Valley Scenic Corridors and Roadways*, of the City's General Plan (City of Jurupa Valley, 2017a, pp. 4-47)



As shown in Figure 4.1-1 through Figure 4.1-4, the public rights-of-way surrounding the Project site provide distant and partial views of the San Bernardino Mountains (approximately 12.7 miles) and San Gabriel Mountains (approximately 14.8 miles) to the north and northwest; La Loma Hills (approximately 1.20 miles), Blue Mountain (approximately 4.30 miles) and Sugarloaf Mountain (approximately 3.67 miles) to the east; and Rattlesnake Mountain (approximately 1.3 miles) to the west (Google Earth, 2020). Although the Project would result in the development of the site with the proposed warehouse buildings, due to the orientation and height of the proposed buildings, the on-site structures would not substantially block the partial views to these landforms. The partial views to these natural landforms would still be publicly available from the surrounding rights-of-way following the development of the Project site.

It should be noted that the Project site borders the boundaries to unincorporated San Bernardino County. Therefore, the Project has the potential to affect the scenic vistas within this jurisdiction. The Project's potential impacts on the scenic vistas within this jurisdiction are discussed below.

County of San Bernardino General Plan

According to the County of San Bernardino's General Plan, San Bernardino County, "possesses ... vast expanses of scenic vistas;" however, the General Plan does not identify any scenic vistas. San Bernardino County possesses major natural features found only in the southwest portion of the United States. Approximately 90 percent of San Bernardino County is desert and the remainder consist of valley and mountain areas. These features create a prominent and complex landscape. (San Bernardino County, 2014, p. VI-1)

As previously stated, the Project site is in an area previously developed with predominantly industrial uses and is not located near any identified scenic resource. Therefore, similar to the findings in other jurisdictions, implementation of the Project would not impact any scenic vistas under the jurisdiction of San Bernardino County.

Based on the foregoing analysis, the implementation of the Project does not have the potential to have a substantial adverse effect on scenic vistas and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold b: *Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to scenic highways.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5., *Project Characteristics*, are considered PDFs for the purposes of this EIR.

B. Impact Analysis

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

According to Caltrans' list of designated and eligible routes, and pursuant to the Streets and Highway Code, Sections 260-263, there are no Officially-Designated State scenic highways within the City of Jurupa Valley or in proximity to the Project site (Caltrans, 2019). As previously stated, the nearest Officially-Designated State scenic highway is SR-38 located approximately 16.3 miles east of the Project site and the nearest eligible scenic highway is I-215 from SR-74 near Romoland to SR-74 near Perris located approximately 20 miles southeast of the Project site.

As the site would not be visible from SR-38 or the eligible portion I-215 due to distance, intervening development, and topography, the Project does not have the potential to substantially damage any scenic resources, including trees, rock outcroppings, or historic buildings, within a scenic highway. No impacts would occur.



C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

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

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.1-1, PPP 4.1-2, and PPP 4.1-3 (listed under Threshold a) apply to the Project and would reduce impacts relating to scenic quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

The Project would include architectural features, walls/fencing, landscaped areas, hardscaping, and other exterior features, that are intended to create an aesthetically pleasing industrial development. The proposed buildings would be designed in a contemporary architectural style that features painted concrete of neutral shades of grey, black, and blue. The proposed buildings would feature exterior structures such as a mullion system and canopies. The Project would include tubular steel picket fencing along the property line contiguous with Agua Mansa Road and Hall Avenue. The Project would also construct a 7-foot block wall (an extension of the block wall separating the Project site from the industrial use north of the site) to separate the residential uses from the Project site and a 3-



foot decorative wall fence at the far northeast boundary. The Project's landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter.

B. Impact Analysis

According to the United States Census Bureau (USCB) 2010 Census, which is the most recent Census for which data is available, an urban area is defined as an area that encompasses at least 2,500 people, for which at least 1,500 reside outside institutional group quarters (USCB, 2019). According to these criteria, the Project site and the City of Jurupa Valley are within an urban area. The Project site is within USCB Census Tract 401.01, which had a population of 4,287 in 2010 (the year the most current Census was conducted) and contained a total of 1,003 single-family residences, 59 of which were vacant (Melissa, 2020). Further, there are no institutional group quarters located within Census Tract 401.01 and is developed with industrial uses.

1. Construction

During construction, the Project would result in a temporary change to the visual character of the Project site from an undeveloped site to an active construction site with construction equipment, staging areas, and construction machinery. 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 not considered a degradation of the visual environment.

2. Operation

The Project's design, including site layout, architecture, and landscaping is discussed and illustrated in detail in EIR Section 3.0, *Project Description*. As previously described, the Project's architecture incorporates a neutral color palette that is visually pleasing and incorporates accent elements, such as colored glass and decorative building elements at the building's office entries for visual interest. Additionally, the Project's landscape plan incorporates low water need plant species that can maintain vibrancy during drought conditions. The proposed visual features of the Project would ensure a high-quality aesthetic for the site. Below is an analysis of the Project's consistency with applicable regulations related to scenic quality.

Agua Mansa Industrial Corridor Specific Plan

Additionally, the Project would be required to comply with the development standards identified in the Agua Mansa Industrial Corridor Specific Plan. In order to comply with the development standards within the Agua Mansa Industrial Corridor Specific Plan, the Project would require approval of Variance No. 18008, as the Project proposes an exceedance of height restrictions near residential areas. The Variance requests an exceedance of the maximum height (35 feet) of a building within 100 feet of a residential area established within the Agua Mansa Industrial Corridor Specific Plan; the Project Applicant proposes a maximum building height of 45 feet. The City's



approval of Variance No. 18008 would ensure that the Project would be consistent with the development standards established within the Agua Mansa Industrial Corridor Specific Plan. Although the Project Applicant proposes a variance that would allow the exceedance of the height requirement for buildings located within 100 feet of residential uses within the Agua Mansa Industrial Corridor Specific Plan, the proposed increase of 10 feet in building height would not impact the visual quality of the Project site or surrounding area because the Project would implement architectural features and articulation to reduce the proposed buildings’ perceived building heights. Additionally, the Project site is within a developing part of the City that has industrial uses with a similar scale to the Project’s proposed buildings.

City of Jurupa Valley General Plan

As previously stated, the Project site is designated for HI uses. The Project Applicant proposes a General Plan Amendment (GPA No. 18001) to extend the Agua Mansa Warehouse and Distribution Center Overlay to encompass the Project site. The extension of the Agua Mansa Warehouse and Distribution Center Overlay would allow the Project’s proposed warehouse use, which is permitted under the site’s underlying land use designation with an approved development agreement. The Project includes development of the Project site with two warehouse buildings (Building A and Building B) totaling 335,002 sf (Building A: 140,198 sf and Building B: 194,804 sf). The Project’s consistency with the City’s General Plan policies are provided in Table 4.10-1, *General Plan Consistency Analysis*, which concluded that the Project would not conflict with any applicable General Plan policies, including those related to scenic quality. Table 4.1-1, *General Plan Consistency Analysis*, below discusses the Project’s consistency with a specific development standard required within the HI land use designation area.

Table 4.1-1 General Plan Consistency Analysis

Goals and Policies	Project Consistency
Land Use Element	
Maximum Density <ul style="list-style-type: none"> • 0.15 – 0.50 Floor Area Ratio (FAR) 	No Conflict. The Project site is designated for Heavy Industrial uses. The Heavy Industrial land use designation allows for a FAR between 0.15 and 0.50. As shown on the Project’s site plan, the Project would have a maximum FAR of 0.35. Therefore, the Project would not exceed the maximum permitted FAR.

City of Jurupa Valley Municipal Code

Currently, the Project site’s underlying zoning classification is M-SC. The Project Applicant proposes a Zone Change (ZC No. 20004) to modify the site’s underlying zoning from M-SC to Manufacturing – Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay. As such, the Project’s consistency with the development standards provided within Chapter 9.150 (M-M Zone) is provided in Table 4.1-2, *Zoning Development Standards Consistency Analysis*.



Table 4.1-2 Zoning Development Standards Consistency Analysis

Applicable Development Standard	Project Consistency
Manufacturing – Medium (M-M) Zone	
<p>Lot size</p> <ul style="list-style-type: none"> The minimum lot size shall be ten thousand (10,000) square feet with a minimum average width of seventy-five (75) feet, except that a lot size not less than seven thousand (7,000) square feet and an average width of not less than sixty-five (65) feet may be permitted when sewers are available and will be utilized for the development. 	<p>No Conflict. The Project involves the development of the Project site with two warehouse buildings. The Project’s Building A is proposed to be developed on an approximately 389,844 gross sf lot and the Project’s Building B is proposed to be developed on an approximately 631,375 gross sf lot. The Project site’s lot sizes exceed the minimum lot size and minimum average width. The Project would not conflict with this standard.</p>
<p>Setbacks</p> <ul style="list-style-type: none"> Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be twenty-five (25) feet from the property line. Where the front, side, or rear yard adjoins a lot with a zoning classification other than those zones specified in bullet point one (1) above, there is no minimum setback. With the exception of those portions of the setback area for which landscaping is required, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with zoning classification, other than those zones specified in bullet point one (1), may also be used for loading docks. 	<p>No Conflict. The properties that abut the Project site’s northern boundary are zoned as M-SC and R-A. The Project’s rear yard setback would range from 50 feet to over 400 feet from the properties zoned RA. There is no minimum setback requirement for the property zoned M-MM. The Project’s front yard adjoins Hall Avenue and the side yard adjoins Agua Mansa Road; as shown, in the site plan, the setbacks to these streets would be 105 feet and 95 feet, respectively.</p>
<p>Height requirements</p> <ul style="list-style-type: none"> Structures shall not exceed forty (40) feet at the yard setback line. Buildings shall not exceed fifty (50) feet unless a height up to seventy-five (75) feet is approved pursuant to Section 9.240.370 of the Municipal Code. Structures other than buildings shall not exceed fifty (50) feet unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370 of the Municipal Code. 	<p>No Conflict. The conceptual building elevations for the proposed buildings indicate that the building heights would range from approximately 41 feet to 44 feet; however, the top of the parapet could extend up to 45 feet. The Project’s proposed buildings would not exceed the maximum height limit established in the M-M Zone. However, the Agua Mansa Industrial Corridor Specific Plan has a requirement that the maximum building height is 35 feet if the building is within 100 feet of a residential area. In order to comply with the development standards within the Agua Mansa Industrial Corridor Specific Plan, the Project would require approval of Variance No. 18008, as the Project proposes an exceedance of height restrictions near residential areas. With approval of</p>



Applicable Development Standard	Project Consistency
	Variance No. 18008, the Project would not conflict with the Agua Mansa Industrial Corridor Specific Plan.
<p>Masonry wall</p> <ul style="list-style-type: none"> • Prior to occupancy of any industrial use permitted in this chapter, a six (6) foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the Hearing Officer or body. 	<p>No Conflict. As shown in the Project’s site plan, the Project Applicant proposes to construct a new 7-foot high block wall on the northern portion of the Project site that abuts the existing residential uses, within the City, to match the existing wall. The Project Applicant proposes to construct new decorative fencing along the boundaries that abut unincorporated San Bernardino County. The Project’s proposed wall would exceed the minimum height requirement within the M-M Zone. The Project would not conflict with this standard.</p>
<p>Landscaping</p> <ul style="list-style-type: none"> • A minimum of ten (10) percent of the site proposed for development shall be landscaped and irrigated. • A minimum ten (10) foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular accessways, Said landscaping strip shall not include landscaping located within the street right-of-way. • A minimum twenty (20) foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the Hearing Officer or body. However, in no case shall said landscaping be less than ten (10) feet wide excluding curbing. 	<p>No Conflict. The Project would incorporate a Project-specific landscape plan, as shown in Figure 3-11 of EIR Section 3.0, <i>Project Description</i>, that is designed to be in accordance with the City’s Landscape Ordinance. The Project’s proposed landscaping would include drought tolerant trees, shrubs, and groundcover. Ornamental landscaping would be provided along the site’s perimeter. Additionally, ornamental trees and shrubs are proposed along the proposed buildings’ perimeters, except for where the proposed loading docks are located.</p>
<p>Trash enclosures</p> <ul style="list-style-type: none"> • Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area. 	<p>No Conflict. The proposed trash enclosure for the Project would screen views on 3 sides with a 6-foot-high wall and will provide a visually opaque self-latching gate to access the trash enclosure. Additionally, the trash enclosures would be within the screened truck courts.</p>
<p>Utilities</p> <ul style="list-style-type: none"> • Utilities shall be installed underground except electrical lines rated at 33kV or greater. 	<p>No Conflict. The Project would install new utility lines underground connecting to the existing utility mains within the surrounding roadways.</p>



The City reviewed the Project proposal in detail and determined that no component of the Project would conflict with applicable design regulations involving building architecture, landscaping, infrastructure, and road system design standards identified in the Jurupa Valley Municipal Code, including Chapter 9.150 which identified development standards for the Manufacturing – Medium Zone.

Conclusion

Buildout of the Project would change the existing visual character of the Project site from vacant and undeveloped to a developed site consisting of two industrial warehouse buildings totaling 335,002 sf and associated site improvements. The Project would be visually compatible with the existing industrial uses that surround the Project site, and would be compliant with the General Plan policies and Code requirements pertaining to scenic quality. The Project Applicant would incorporate several landscaping treatments to screen portions of the proposed buildings from the surrounding development. Accordingly, the Project would not degrade the visual character or quality of the Project site and its surroundings and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

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

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.1-3 (listed under Threshold a) applies to the Project and would reduce impacts relating to light and glare. These requirements are included in the Project’s MMRP to ensure compliance.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as



components of the Project, as described in Subsection 3.5., *Project Characteristics*, are considered PDFs for the purposes of this EIR.

B. Impact Analysis

The Project is subject to Chapter 9.150, *M-M Zone (Manufacturing-Medium)*, of the City's Municipal Code, which states "all lighting fixtures, including spot lights, 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." (City of Jurupa Valley, 2020)

Under existing conditions, the Project site is vacant and undeveloped and does not produce any light or glare; therefore, implementation of the Project would result in an increase in ambient light generation, primarily associated with building lights, security/parking lot lighting.

The Project would implement parking lot and building lighting based on City approval for consistency with the City's lighting standards. The Project would produce artificial light similar to existing surrounding land uses. Although the Project would increase the light levels relative to existing conditions within the Project site, the proposed lighting levels would be consistent with the lighting that occurs under existing conditions within the surrounding area that is associated with existing industrial/residential development. Furthermore, coverings, fixtures, placement, and orientation of the proposed lighting have been designed to limit spillage of light on to adjacent properties or create a substantial new source of sky glow in accordance with Section 9.148.040 of the City's Municipal Code.

With mandatory compliance to the City's Municipal Code Chapter 9.150, including Section 9.150.040, and the incorporation of measures to limit the amount of light generated by the Project, which include low wattage and dimmable downlight on the exterior of the proposed structures it is anticipated that the Project's proposed lighting would not substantially affect daytime or nighttime views within the area and impacts would be less than significant.

The Project would introduce limited sources of glare at the Project site, including reflective building materials such as glass windows (i.e., at the entryways to the proposed buildings). The proposed buildings would be constructed of painted, tilt-up concrete panels and would feature metal shading devices over upper-level windows. Moreover, the proposed landscaping would screen some potential sources of glare from affecting nearby motorists or residents. Further, the Project does not include any components that would include large expanses of reflective materials that would result in the generation of substantial amounts of glare. As such, impacts related to glare would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.1.7 CUMULATIVE IMPACT ANALYSIS

As discussed under Threshold a, the City's General Plan specifies the Pedley Hills, Jurupa Mountains, the Santa Ana River as scenic resources and publicly accessible vantage points that provide views of these scenic resources are considered scenic vistas. Due to the site's distance, intervening development, and topography relative to these scenic resources, the development of the Project site with the proposed industrial uses would not block public views of the Pedley Hills, Jurupa Mountains, the Santa Ana River. Moreover, because the Project site borders the boundaries of unincorporated San Bernardino County, the Project's impacts on the identified scenic vistas were analyzed. San Bernardino County identified views to mountainous areas (including the San Bernardino Mountains) as scenic vistas. Due to the site's distance, intervening development, and topography relative to these scenic resources, the Project would not have the potential to result in a substantial adverse effect to the identified scenic vistas. Additionally, no other cumulative development projects are proposed in the Project's viewshed that could combine with the Project to cumulatively block scenic vistas. Therefore, the Project's impacts to scenic vistas are less than cumulatively considerable.

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

As discussed under Threshold c, the Project site is in an urbanized area that is developed with industrial uses and residential uses. Therefore, the Project would not result in direct impacts related to the existing visual character or quality of public views of the site and its surroundings. Furthermore, the Project would not change the site's existing M-M zoning classification; the development of the site with the proposed warehousing would be permitted within the M-M zone. The development of an industrial use on the Project site is considered more aesthetically pleasing than a vacant undeveloped site. The Project would be required to comply with the development standards established in Section 9.150.040 of the City's Municipal Code and the design guidelines contained within the Agua Mansa Industrial Corridor Specific Plan. All the reasonably foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located a considerable distance from the Project site and would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. Therefore, the Project has no



potential to contribute to a cumulatively significant impact associated with degradation of visual character and/or quality.

As discussed under Threshold d, with mandatory compliance to the requirements of Chapter 9.150 (M-M Zone) of the City's Municipal Code and with the incorporation of measures to limit the amount of light generated by the Project (including low wattage and dimmable downlights on the exterior of the building), the Project would result in less-than-significant impacts to daytime and nighttime views. Additionally, given the lack of highly-reflective building materials that are proposed by the Project, a less-than-significant impact would occur regarding the creation of a substantial source of glare. Additionally, there are no projects in the immediate Project vicinity that would cumulatively increase light pollution to a substantial level. Other development projects in the region also would be subject to the same or similar lighting standards. Additionally, proposed development projects in the area also would be evaluated for the potential to create a new substantial source of glare. Accordingly, the Project would result in a less-than-cumulatively considerable impact concerning light/glare impacts to daytime or nighttime views in the Project area.

4.2 AIR QUALITY

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality and Greenhouse Gas Analysis*, which was prepared by LSA Associates, Inc. (LSA), dated March 2020, and is included as *Technical Appendix B1* to this EIR (LSA, 2020a). Additionally, LSA prepared the *Health Risk Assessment*, which was prepared in March 2020 and is appended to this EIR as *Technical Appendix B2* (LSA, 2020c). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.2.1 EXISTING CONDITIONS

A. *Atmospheric Setting*

The Project site is located in the South Coast Air Basin (SCAB), within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Specifically, the Project site is in the non-desert portion of Riverside County. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB is a 6,745-square mile sub-region of the SCAQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB includes a portion of the Mojave Desert Air Basin, under the jurisdiction of Los Angeles County, and a portion of the Salton Sea Air Basin, under the jurisdiction of Riverside County. The larger SCAQMD jurisdictional boundary includes 10,743 square miles.

The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Specifically, the Los Angeles County portion of the Mojave Desert Air Basin is bound by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. Additionally, the Riverside County portion of the Salton Sea Air Basin is bound by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

B. *Climate and Meteorology*

Air quality within SCAB is not only affected by various emission sources (e.g., mobile and industry), but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The regional climate within SCAB is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry, and meteorology (LSA, 2020a).

The annual average temperature varies little throughout SCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station closest to the Project site is the Riverside Fire Station 3 (Western Regional Climate Center).



The monthly average maximum temperature recorded at this station ranged from 66.8°F in January to 94.4°F in August, with an annual average maximum of 79.5°F. The monthly average minimum temperature recorded at this station ranged from 39.1°F in January to 59.6°F in August, with an annual average minimum of 48.6°F. January is typically the coldest month, and July and August are typically the warmest months in this area of SCAB (LSA, 2020a).

The majority of annual rainfall in SCAB occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the air basin and along the coastal side of the mountains. The monitored precipitation at the nearest monitoring station (Riverside Fire Station 3) shows that average monthly rainfall varies from 2.20 inches in February to 0.44 inch or less from May to October, with an annual total of 10.21 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather (LSA, 2020a).

The SCAB experiences a persistent temperature inversion (increasing temperature with increasing altitude). The inversion limits the vertical dispersion of air contaminants due to temperature gradients in the air column, resulting in contaminants remaining relatively near the ground. As the air nearer the surface warms the inversion breaks up. This phenomenon is observed in mid-afternoon to late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by mid-morning (LSA, 2020a).

Winds around the Project site blow with relatively low velocities (approximately 5 miles per hour) from the south-southwest. Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion, limit the vertical dispersion of air pollutants throughout SCAB. Strong, dry, north, or northeasterly winds, known as Santa Ana winds, occur during the fall and winter months, dispersing air contaminants. The Santa Ana conditions tend to last for several days at a time (LSA, 2020a).

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problems are carbon monoxide (CO) and nitrogen oxides (NO_x) because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog (LSA, 2020a).

C. Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Both the State of California (State) and the federal government have established health-based ambient air quality standards (AAQS) for seven (7) air pollutants. These pollutants include ozone (O₃), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than 10 microns in size (PM₁₀), particulate



matter less than 2.5 microns in size (PM_{2.5}), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide (H₂S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O₃, CO, NO₂, SO₂, and PM₁₀. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial-stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and when meteorological conditions are such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or increase (or, in the case of oxidants, the situation is likely to recur within the next 24 hours unless control actions are taken).

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.2-1, *Ambient Air Quality Standards*.

Table 4.2-1 Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O₃)⁸	1-Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM₁₀)⁹	24-Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM_{2.5})⁹	24-Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO₂)¹⁰	1-Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO₂)¹¹	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (for certain areas) ¹¹	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	



Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Lead ^{12,13}	3-Hour	—	Atomic Absorption	—	0.5 ppm (1300 µg/m ³)	High-Volume Sampler and Atomic Absorption
	1-Hour	0.25 ppm (655 µg/m ³)		75 ppb (196 µg/m ³)	—	
	30-Day Average	1.5 µg/m ³		—	—	
Lead ^{12,13}	Calendar Quarter	—	Atomic Absorption	1.5 µg/m ³ (for certain areas) ¹³	Same as Primary Standard	High-Volume Sampler and Atomic Absorption
	Rolling 3-Month Average ¹¹	—		0.15 µg/m ³		
Visibility-Reducing Particles ¹⁴	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24-Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: (LSA, 2020a); notes for table below.

- 1 California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2 National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current national policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1 hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California



standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

- 11 On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24 hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1 hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24 hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

- 12 The CARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.
- 14 In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

D. Air Quality Improvement Trends in the Air Basin

Development of uniform South Coast AQMD rules through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on: (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the State level by CARB.

1. Criteria Air Pollutant Trends

The South Coast AQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. It created Air Quality Management Plans (AQMPs) which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs and by utilizing uniform CEQA review throughout the SCAB.

The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs” (SCAQMD, 2013). Ozone, NO_x, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020 (CARB, 2009; 2013). These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and VOC levels are decreasing because of the mandated controls on motor vehicles and the



replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy.

Overall, as shown in Exhibit 4.2-1, *SCAB 1-Hour Average Concentration NO₂ Trend (National Standards)*, and Exhibit 4.2-2, *SCAB 1-Hour Average Concentration NO₂ Trend (State Standards)*, the 1-hour national and state average NO_x concentration levels for the SCAB have decreased by 82 percent compared to 1963 levels.

Exhibit 4.2-1: SCAB 1-Hour Average Concentration NO₂ Trend (National Standards)

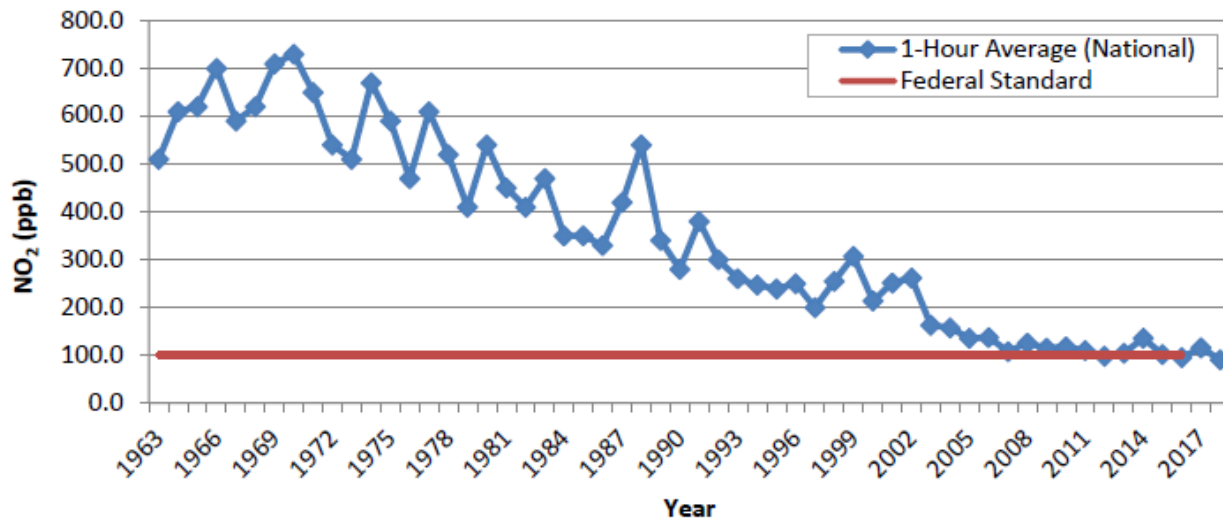
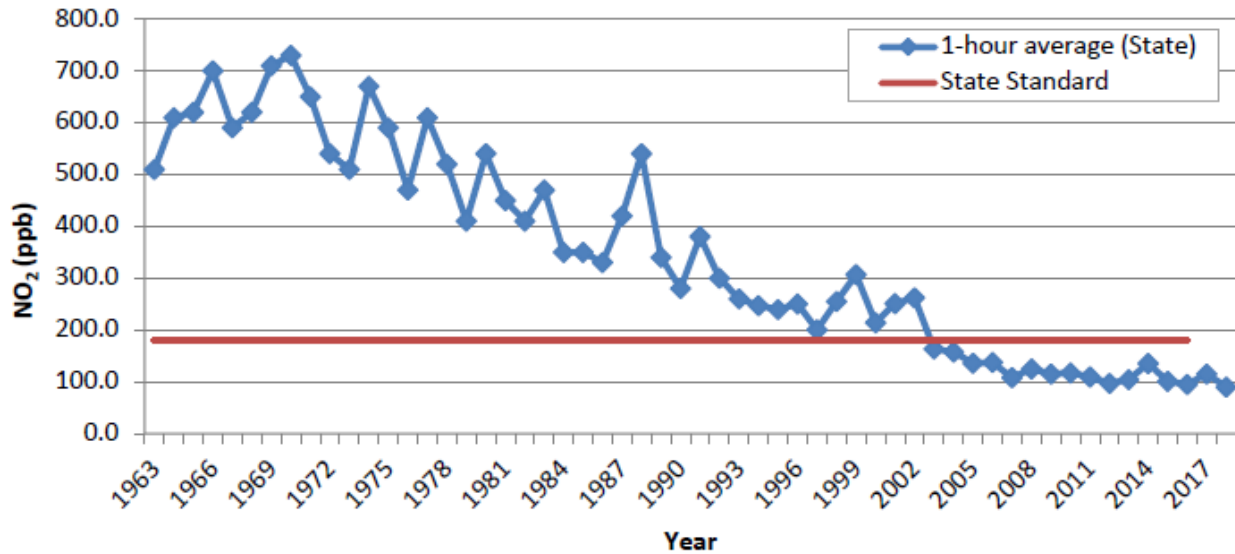


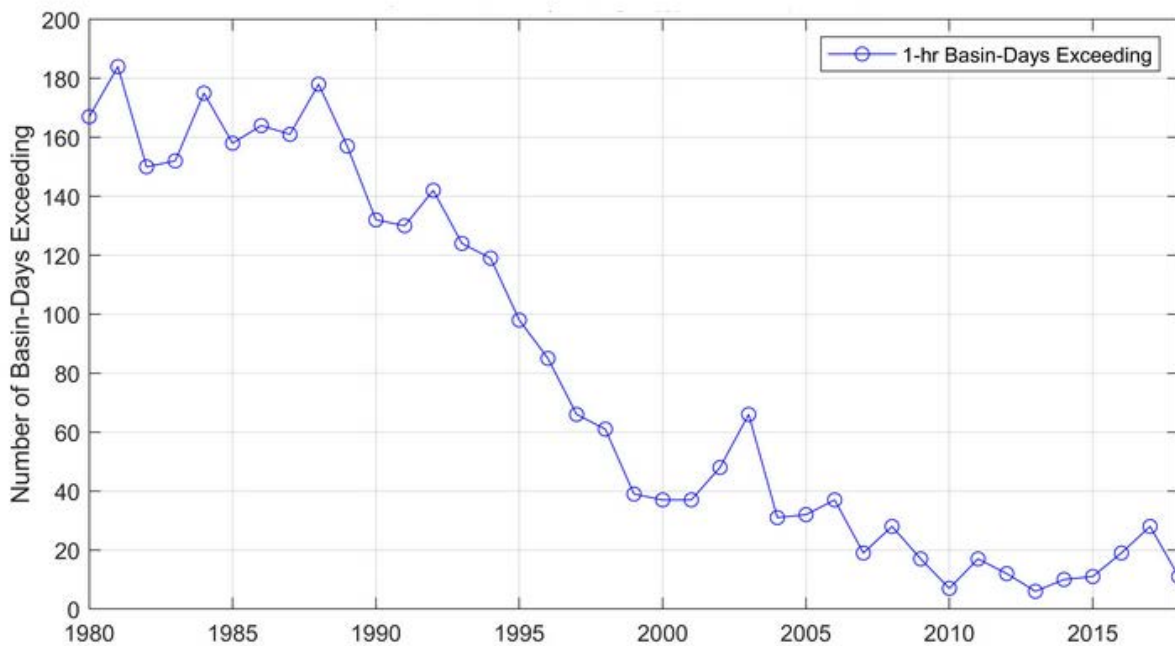


Exhibit 4.2-2: SCAB 1-Hour Average Concentration NO₂ Trend (State Standards)



For ozone, as shown in Exhibit 4.2-3, *Trend in 1-Hour Ozone Exceedances*, the number of days that the SCAB exceeded the national 1-hour standard has decreased between 1997 and 2018.

Exhibit 4.2-3: Trend in 1-Hour Ozone Exceedances



Area wide sources (fugitive dust from roads, dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions. However, the overall air quality trends of PM₁₀ and PM_{2.5} concentration levels show an overall improvement since 1988. Based on the concentrations shown in Exhibit 4.2-4, *SCAB Average 24-Hour Concentration PM₁₀ Trend (National*



Standards), and Exhibit 4.2-5, *SCAB Average 24-Hour Concentration PM₁₀ Trend (State Standards)*, the 24-hour state and national annual average concentrations have decreased by 53 percent and 48 percent, respectively, for PM₁₀.

Exhibit 4.2-4: SCAB 24-Hour Average Concentration PM₁₀ Trend (National Standards)

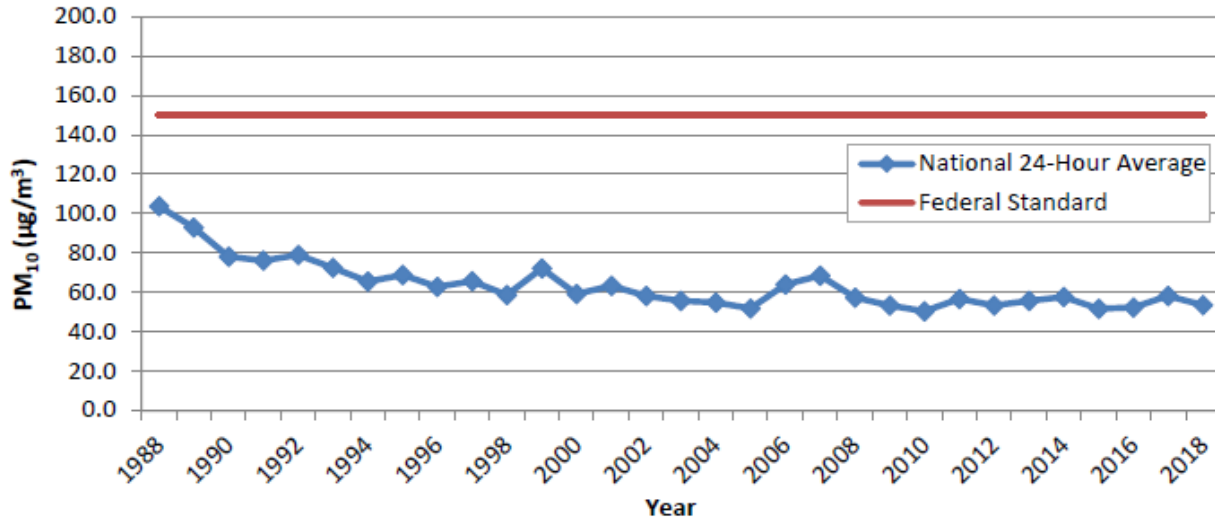
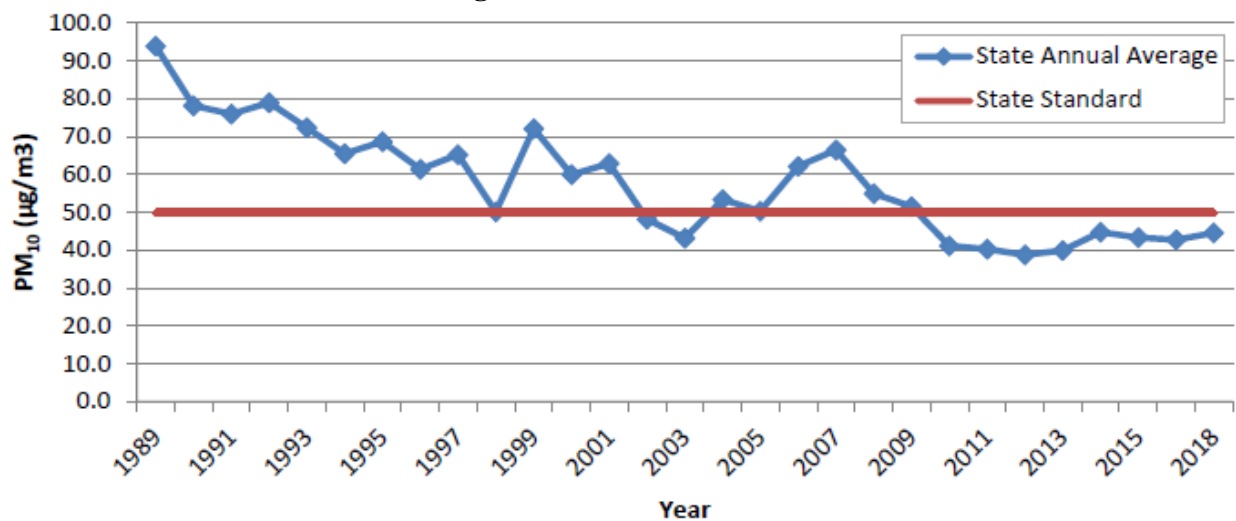


Exhibit 4.2-5: SCAB 24-Hour Average Concentration PM₁₀ Trend (State Standards)



Similarly, based on the concentrations shown in Exhibit 4.2-6, *SCAB Average 24-Hour Concentration PM_{2.5} Trend (National Standards)*, and Exhibit 4.2-7, *SCAB Average 24-Hour Concentration PM_{2.5} Trend (State Standards)*, the 24-hour state and national annual average concentrations have decreased by 33 percent and 52 percent, respectively, for PM_{2.5}.

Exhibit 4.2-6: SCAB 24-Hour Average Concentration PM_{2.5} Trend (National Standards)

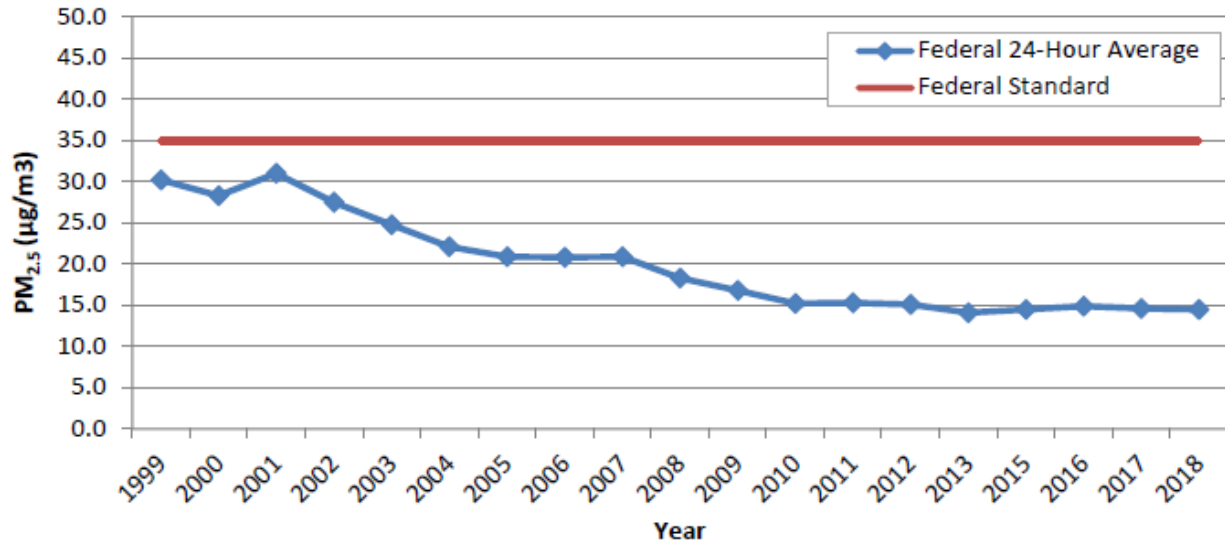
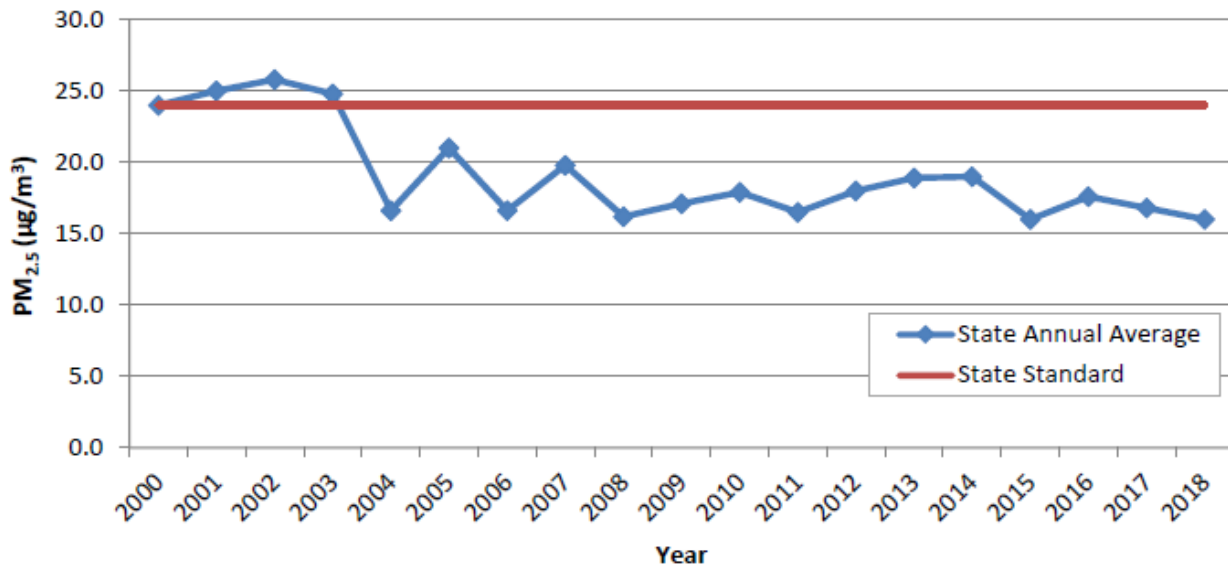


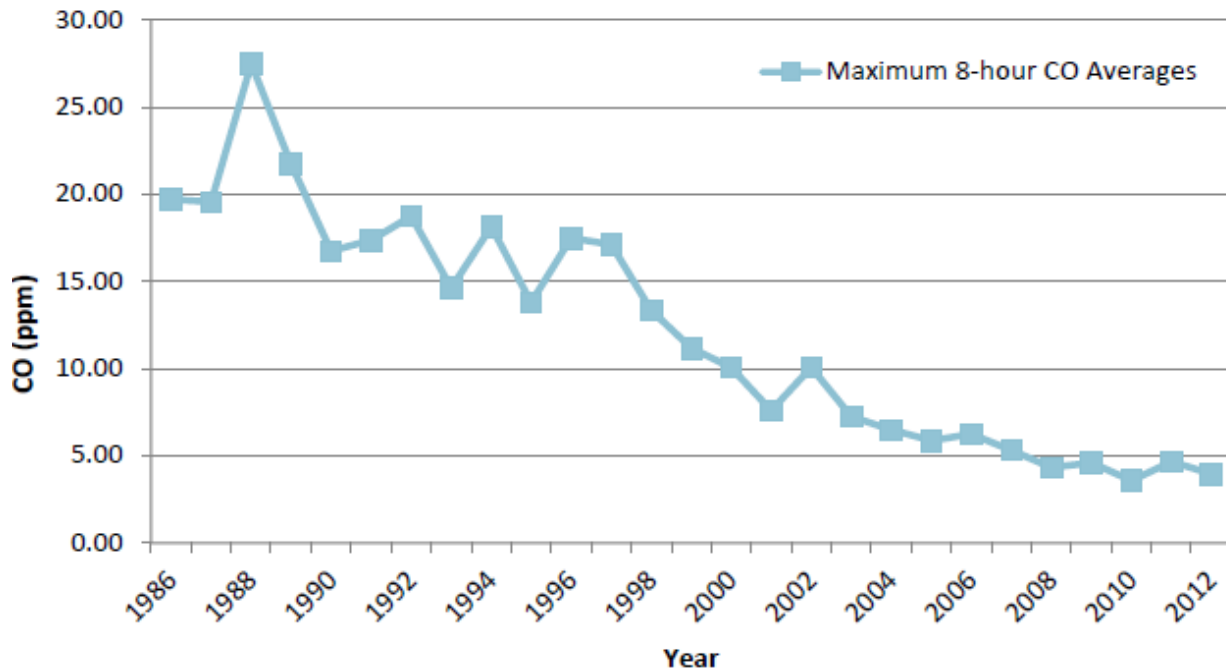
Exhibit 4.2-7: SCAB 24-Hour Average Concentration PM_{2.5} Trend (State Standards)



The most recent CO concentrations in the SCAB are shown in Exhibit 4.2-8, *SCAB 24-Hour Average Concentration CO Trend*. As shown in the exhibit, peak 8-hour CO concentrations in the SCAB decreased by about 80 percent since 1986.¹ Overall, the entire SCAB is designated as attainment under both national and state standards.

¹ Year 2012 is the most recent year where 8-hour CO averages and related statistics are available for the SoCAB.

Exhibit 4.2-8: SCAB 24-Hour Average Concentration CO Trend



2. Toxic Air Contaminants Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. Under MATES III, the estimated average excess cancer risk level from exposure to TACs in the SCAB decreased by approximately 17 percent in comparison to MATES II. And as previously mentioned, under MATES IV, the average excess cancer risk level decreased by 57 percent since MATES III. At the statewide level, as shown in Exhibit 4.2-9, *Statewide Diesel Vehicle Miles Trend*, and Exhibit 4.2-10, *Statewide DPM Ambient Concentration Trend*, although the amount of diesel VMT increased 81 percent, DPM levels declined 68 percent between 2000 and 2010 and is expected to further decline to 85 percent by 2020. Following the downward trend for DPM concentrations, cancer risk associated with DPM has also generally decreased during the same period.



Exhibit 4.2-9: Statewide Diesel Vehicle Miles Trend

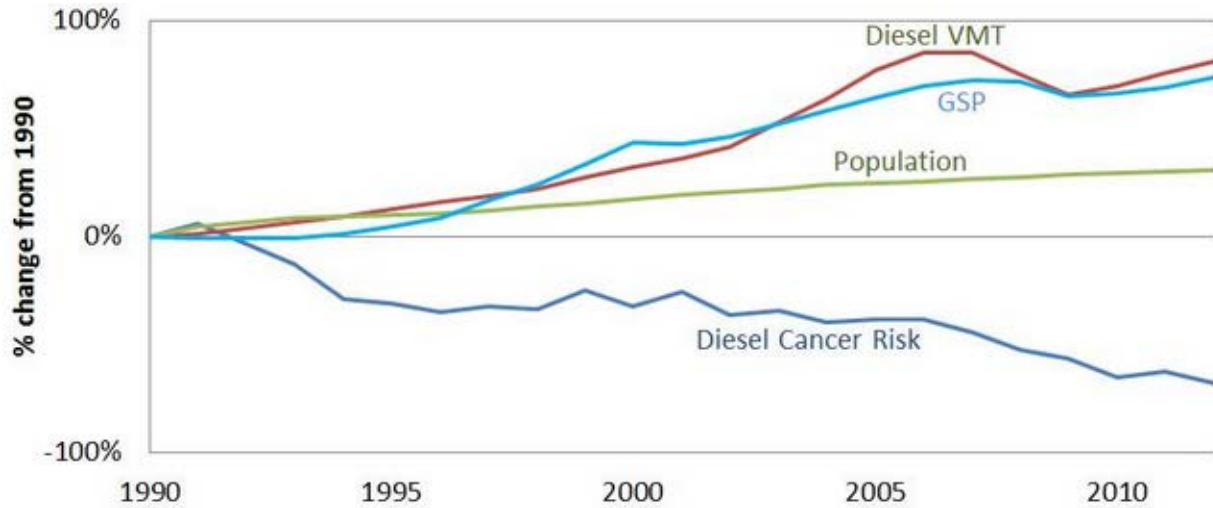
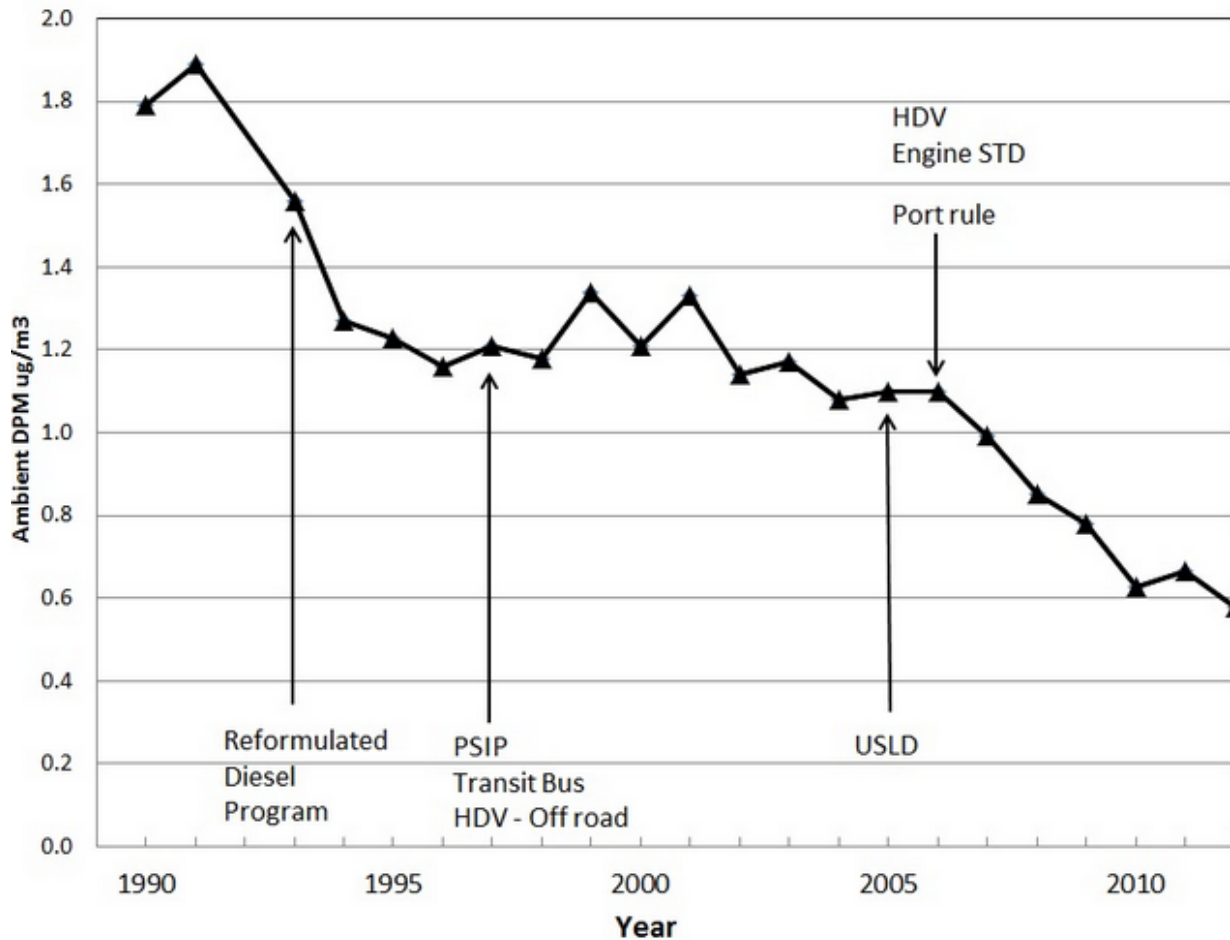


Exhibit 4.2-10: Statewide DPM Concentration Trend





E. Regional Air Quality

Additionally, the California Clean Air Act (CCAA) provides SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution include any facility, building, structure, or installation, or combination thereof, that attracts or generates mobile-source activity that results in emissions of any pollutant. In addition, area sources that are generated when minor sources collectively emit a substantial amount of pollution are also managed by the local air districts. Examples of this would be the motor vehicles at an intersection, a mall, and on highways. SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the California Air Resources Board (CARB).

The CARB coordinates and oversees both State and federal air pollution control programs in the State. The CARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the State in conjunction with the United States Environmental Protection Agency (EPA) and local air districts. The CARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. Data collected at these air quality monitoring stations are used by the CARB and the EPA to classify air basins as “attainment,” “nonattainment,” “nonattainment-transitional,” or “unclassified,” based on air quality data for the most recent 3 calendar years compared with the AAQS.

Attainment areas may be:

- Attainment/unclassified (“unclassifiable” in some lists), which have never violated the air quality standard of interest or do not have enough monitoring data to establish attainment or nonattainment status;
- Attainment-maintenance (national ambient air quality standards [NAAQS] only), which violated a NAAQS that is currently in use (was nonattainment) in or after 1990, but now attains the standard and is officially re-designated as attainment by the EPA with a maintenance State Implementation Plan (SIP); or
- Attainment (usually only for California ambient air quality standards [CAAQS], but sometimes for NAAQS), which have adequate monitoring data to show attainment, have never been nonattainment, or, for NAAQS, have completed the official maintenance period.

Nonattainment areas are imposed with additional restrictions as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards. Table 4.2-2, *Attainment Status of Criteria Pollutants in SCAB*, lists the attainment status for the criteria pollutants in SCAB.



Table 4.2-2 Attainment Status of Criteria Pollutants in SCAB

Pollutant	State	Federal
O ₃	Nonattainment (1-hour)	Extreme Nonattainment (1-hour)
	Nonattainment (8-hour)	Extreme Nonattainment (8-hour)
PM ₁₀	Nonattainment (24-hour)	Attainment-Maintenance (24-hour)
	Nonattainment (Annual)	
PM _{2.5}	Nonattainment (Annual)	Serious Nonattainment (24-hour)
		Moderate Nonattainment (Annual)
CO	Attainment (1-hour)	Attainment-Maintenance (1-hour)
	Attainment (8-hour)	Attainment-Maintenance (8-hour)
NO ₂	Attainment (1-hour)	Attainment/Unclassified (1-hour)
	Attainment (Annual)	Attainment-Maintenance (Annual)
SO ₂	Attainment (1-hour)	Attainment/Unclassified (1-hour)
	Attainment (24-hour)	Attainment/Unclassified (Annual)
Lead	Nonattainment ¹ (30-day average)	Nonattainment ¹ (3-month rolling)
All Others	Attainment/Unclassified	N/A

¹ Only the Los Angeles County portion of the Basin is in nonattainment for lead.

Basin = South Coast Air Basin

CO = carbon monoxide

N/A = not applicable

NO₂ = nitrogen dioxide

Source: (LSA, 2020a)

O₃ = ozone

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SO₂ = sulfur dioxide

F. Local Air Quality

SCAQMD, together with CARB, maintains ambient air quality monitoring stations in SCAB. The air quality monitoring station that monitors air pollutant data closest to the Project site is the Riverside-Rubidoux Station located approximately 3 miles to the southwest at 5888 Mission Boulevard in the Rubidoux neighborhood of Jurupa Valley. The air quality trends from this station are used to represent the ambient air quality near the Project site. Table 4.2-3, *Air Quality Concentration at the Riverside-Rubidoux Station*, presents the monitored ambient air quality data for the Riverside-Rubidoux monitoring station. As shown in Table 4.2-3, NO₂ and CO levels are below the applicable State and federal standards. However, PM₁₀ and O₃ levels frequently exceed their respective standards and PM_{2.5} levels occasionally exceed the federal 24-hour standard.

Table 4.2-3 Air Quality Concentration at the Riverside-Rubidoux Station

Pollutant	Standard	2017	2018	2019
<i>Ozone</i>				
Max 1-hr concentration (ppm)		0.145	0.123	0.123
No. days exceeded: State	> 0.09 ppm	47	22	ND
<i>Ozone</i>				
Max 8-hr concentration (ppm)		0.118	0.101	0.096
No. days exceeded: State	> 0.07 ppm	81	53	ND
Federal	> 0.07 ppm	81	53	ND
<i>Carbon Monoxide</i>				
Max 1-hr concentration (ppm)		2.4	2.2	1.3
No. days exceeded: State	> 20 ppm	0	0	0
Federal	> 35 ppm	0	0	0
Max 8-hr concentration (ppm)		1.7	2.0	1.1
No. days exceeded: State	>9.0 ppm	0	0	0
Federal	>9.0 ppm	0	0	0



Pollutant	Standard	2017	2018	2019	
<i>Particulate matter less than 10 microns in size (PM₁₀)</i>					
Max 24-hr concentration (µg/m ³)		92	86.5	80.0	
No. days exceeded:	State	> 50 µg/m ³	98	127	ND
	Federal	> 150 µg/m ³	0	0	0
Annual avg. concentration (µg/m ³)		41.3	43.9	30.9	
Exceeds Standard?	State	> 20 µg/m ³	Yes	Yes	Yes
<i>Particulate matter less than 2.5 microns in size (PM_{2.5})</i>					
Max 24-hr concentration (µg/m ³)		50.3	66.3	55.7	
No. days exceeded: Federal		> 35 µg/m ³	7	3	2
Annual avg. concentration (µg/m ³)		12.2	12.5	10.8	
Exceeds Standard?	State	> 12 µg/m ³	Yes	Yes	No
	Federal	> 15 µg/m ³	No	No	No
<i>Nitrogen Dioxide</i>					
Max 1-hr concentration (ppb)		63.0	55.4	53.3	
No. days exceeded:	State	> 180 ppb	0	0	0
	Federal	> 100 ppb	0	0	0
Annual avg. concentration (ppb)		15.0	14.3	12.0	
Exceeds Standard?	State	> 30 ppb	No	No	No
	Federal	> 53 ppb	No	No	No

µg/m³ = micrograms per cubic meter
 avg. = average
 hr = hour
 max = maximum
 Source: (LSA, 2020a)

ppb = parts per billion
 ppm = parts per million
 ND = no data available

G. Air Pollution Constituents and Associated Human Health Effects

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. CO, reactive organic gases (ROG), NO_x, SO₂, PM₁₀, PM_{2.5}, Pb, and fugitive dust are primary air pollutants. Of these, CO, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight). O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants.

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. The Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Act (42 United States Code [USC] Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.



To date, CARB has designated nearly 200 compounds as TACs. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel particulate matter [DPM]).

The Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any TAC it has evaluated. Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, DPM made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to DPM also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. For risk assessment procedures, the OEHHA specifies that the surrogate for whole diesel exhaust is DPM.

A summary of the common sources and health effects commonly associated with criteria pollutants and toxic air contaminants is provided below in Table 4.2-4, *Summary of Health Effects of the Major Criteria Air Pollutants*.

Table 4.2-4 Summary of Health Effects of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Particulate Matter (PM _{2.5} and PM ₁₀ : less than or equal to 2.5 or 10 microns, respectively)	<ul style="list-style-type: none"> • Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death 	<ul style="list-style-type: none"> • Cars and trucks (especially diesels) • Fireplaces, wood stoves • Windblown dust from roadways, agriculture, and construction
Ozone (O ₃)	<ul style="list-style-type: none"> • Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation 	<ul style="list-style-type: none"> • Precursor sources¹: motor vehicles, industrial emissions, and consumer products
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Chest pain in heart patients² • Headaches, nausea² • Reduced mental alertness² • Death at very high levels² 	<ul style="list-style-type: none"> • Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Increased response to allergens 	<ul style="list-style-type: none"> • See carbon monoxide sources
Toxic Air Contaminants (TAC)	<ul style="list-style-type: none"> • Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders 	<ul style="list-style-type: none"> • Cars and trucks (especially diesels) • Industrial sources such as chrome platers • Neighborhood businesses such as dry cleaners and service stations • Building materials and products

¹ Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

² Health effects from CO exposures occur at levels considerably higher than ambient.

CARB = California Air Resources Board

Source: (LSA, 2020a)

4.2.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping



Meeting that pertain to air quality. Additionally, no comments related to air quality were received during the public scoping period.

4.2.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Federal Clean Air Act

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include O₃, CO, NO_x, SO₂, PM₁₀, PM_{2.5}, and lead.

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

The sections of the federal CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of ozone (smog), carbon monoxide (CO), and particulate matter (PM₁₀). Specifically, it clarifies how areas are designated and re-designated "attainment." It also allows EPA to define the boundaries of "nonattainment" areas: geographical areas whose air quality does not meet Federal air quality standards designed to protect public health.

Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_x on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas.

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



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

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

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

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

B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards (CAAQS), by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources.

2. Air Quality Management Planning

CARB and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment



plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies.

3. *California Air Resources Board Rules*

CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

Truck and Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were to be removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks will be equipped with PM filters and will be upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements will occur on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) must adhere to a similar schedule, and will all be replaced by 2020.

Advanced Clean Trucks

On June 25, 2020 CARB approved the Advanced Clean Trucks regulation. The rule requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024 with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last-mile delivery and drayage applications.



C. Regional Policies

1. South Coast Air Quality Management District

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for Reactive Organic Gases (ROGs), NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the AQMP for the SCAB. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. On March 3, 2017, SCAQMD approved the 2016 AQMP. The AQMP was submitted to the CARB March 10, 2017 as part of the California State Implementation Plan (SIP). The 2016 AQMP includes regulatory control options and strategies for both mobile and stationary sources, to reduce greenhouse gases and toxic risk, as well as achieve efficiencies in energy use, transportation, and goods movement.



The 2016 AQMP addresses the following NAAQS for the SCAB:

- 2012 Annual PM_{2.5} NAAQS (12 micrograms per cubic meter [$\mu\text{g}/\text{m}^3$]) with request for reclassification to serious nonattainment area for attainment by 2025;
- 2008 8-hour Ozone NAAQS (75 parts per billion [ppb]) with attainment demonstration by 2031;
- 2006 24-hour PM_{2.5} NAAQS (35 $\mu\text{g}/\text{m}^3$) with attainment demonstration by 2019;
- 1997 8-hour Ozone NAAQS (80 ppb) with attainment demonstration by 2023; and
- 1979 1-hour Ozone NAAQS (120 ppb) with attainment demonstration by 2022.

SCAQMD Rule 402 (Nuisance)

SCAQMD Rule 402 prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

SCAQMD Rule 403 (Fugitive Dust)

SCAQMD Rule 403 (Fugitive Dust) requires fugitive dust sources to implement Best Available Control Measures (BACMs) for all sources and all forms of visible particulate matter are prohibited from crossing any property line. Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM₁₀ suppression techniques are summarized below.

- Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.



- Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

SCAQMD Rule 1113 (Architectural Coatings)

SCAQMD Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

D. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to air quality within the City. The specific policies outlined in the City's General Plan that are related to air quality and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*.

4.2.4 METHODOLOGY

Project-related mobile- and stationary-source criteria air pollutant emissions were calculated using the CalEEMod™, Version 2016.3.2 (refer to Appendix A of the Project's Air Quality and Greenhouse Gas Analysis [EIR *Technical Appendix B1*] for Criteria Air Pollutant CalEEMod Output Files). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This model was developed in coordination with the SCAQMD and is the most current emissions model approved for use in California by various other air districts. Emissions modeling is based on Project-specific data (e.g., size and type of proposed use) and vehicle trip information from the Project's Traffic Impact Analysis (EIR *Technical Appendix J*).

The estimate for construction duration used in the Project-specific Air Quality and Greenhouse Gas Analysis (EIR *Technical Appendix B1*) is based on estimates provided by the Project Applicant. The modeled number and type of equipment that would be used during construction are based upon CalEEMod model defaults. CalEEMod, Version 2016.3.2 was used to calculate the Project's construction-related emissions. Construction activities produce air emissions from various sources (e.g., grading, site preparation, heavy duty construction equipment, utility engines, heavy duty trucks, and motor vehicles transporting a construction crew). Construction equipment within the Project site that would generate criteria air pollutants would include, but not limited to, backhoes, dozers, excavators, loaders, and haul trucks. In calculating construction emissions, the Project-specific Air Quality and Greenhouse Gas Analysis assumed a tentative Project construction schedule over a 22-



month duration. Construction emission calculations assumed that dust control measures (watering at least twice daily) would be employed to reduce emissions of fugitive dust during site grading. Further, all construction would be required to comply with SCAQMD Rule 403 regarding the emission of fugitive dust. If the start date of construction occurs later than the date of summer 2020 assumed in this EIR, the air pollutant emissions reported in this subsection will likely be overstated compared to the level of emissions that will actually occur due to the progressive implementation of regulatory requirements that apply to on- and off-road construction equipment and the phasing out of older equipment in construction fleets and phasing in of newer pieces of equipment that emit a lesser concentration of air pollutants. Therefore, the overall construction-related emissions are likely to decrease as construction equipment continually becomes more fuel-efficient and this EIR presents a conservative analysis.

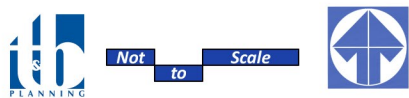
The Project's long-term air pollutant emissions would be associated with stationary sources and mobile sources. The stationary-source emissions would come from various sources associated with the Project's long-term operation, including the use of landscape equipment, general energy uses, and the generation and disposal of solid waste. The vehicular trip generation rates included in the Project-specific Traffic Impact Analysis (EIR *Technical Appendix J*) were input into CalEEMod to calculate long-term operational mobile source emissions associated with the proposed Project.

The SCAQMD developed Local Significance Threshold (LST) methodology that can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 (revised July 2008), recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the NAAQS or CAAQS, as previously shown in Table 4.2-1, *Ambient Air Quality Standards*. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For this Project, the appropriate SRA for the LST is the Metropolitan Riverside County Area (SRA 23). Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. As shown on Figure 4.2-1, *Sensitive Receptors*, the closest residential building is approximately 460 feet from the northern boundary of construction and 550 feet north of the nearest proposed loading docks.



Source(s): LSA (08-03-2020)

Figure 4.2-1





The LST Methodology uses lookup tables based on site acreage to determine the significance of emissions for CEQA purposes; however, CalEEMod does not allow the user to mitigate construction emissions by directly modifying acreage disturbed. CalEEMod calculates construction emissions (off-road exhaust and fugitive dust) based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. For construction emissions, the localized significance for a project greater than 5 acres can be determined by following the CalEEMod guidance to approximate the number of acres disturbed per day. For the proposed Project, approximately 4 acres would be disturbed per day, thus LST screening thresholds for the 5 acres and 2 acres tables were interpolated and are used in this analysis. While the Project site is approximately 23 ac, for screening purposes, the 5 ac LSTs were used for the operational LST analysis.

TAC emissions were calculated using three models: CARB's California Emissions Factor Model, Version 2017 (EMFAC2017) for vehicle emissions factors and percentages of fuel type within the overall vehicle fleet, the United States Environmental Protection Agency's (EPA) AERMOD air dispersion model to determine how the TACs would move through the atmosphere after release from sources both on-site and on surrounding roadways, and the CARB's Hotspots Analysis and Reporting Program (HARP2) model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the Project site. Refer to the Project's *Health Risk Assessment (Technical Appendix J)* for a detailed description of the model inputs and equations used in the estimation of the Project-related TAC emissions.

4.2.5 THRESHOLDS OF SIGNIFICANCE

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

- a. *Conflict with or obstruct implementation of the applicable air quality plan;*
- b. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;*
- c. *Expose sensitive receptors to substantial pollutant concentrations;*
- d. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*



A. Regional Daily Emissions

In addition to the NAAQS and CAAQS, SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the SCAB. The emissions thresholds were established based on the attainment status of the SCAB with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project’s contribution to health risks. The daily emissions thresholds for construction and operation of projects within the SCAB that have been established by SCAQMD are provided below in Table 4.2-5, *Regional Thresholds for Construction and Operational Emissions*.

Table 4.2-5 Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Thresholds (lbs/day)					
	VOCs	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

Source: (LSA, 2020a)

PM_{2.5} = particulate matter less than 2.5 microns in size

SO_x = sulfur oxides

VOC = volatile organic compounds

Projects in the SCAB with construction or operational emissions that exceed any of the daily emission thresholds shown above in Table 4.2-5 are considered significant under SCAQMD’s CEQA guidelines.

B. Localized Air Pollution Concentration Thresholds

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the Project site are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm
- California State 8-hour CO standard of 9 ppm

C. Localized Significance Thresholds

On-site operational emissions would occur from stationary and mobile sources. On-site vehicle emissions are the largest source of emissions, and the on-site travel routes for the proposed Project would be equivalent to driving over 5 acres of surface area. Therefore, the 5 acres thresholds would apply during project operations. Thus, the following emissions thresholds apply during project construction and operations:



- Construction LST (4 acres, 460 feet, Metropolitan Riverside)
 - 385 pounds per day (lbs/day) of NO_x
 - 4,335 lbs/day of CO
 - 67 lbs/day of PM₁₀
 - 20 lbs/day of PM_{2.5}
- Operation LST (5 acres, 550 feet, Metropolitan Riverside)
 - 450 lbs/day of NO_x
 - 5,662 lbs/day of CO
 - 20 lbs/day of PM₁₀
 - 7 lbs/day of PM_{2.5}

D. Toxic Air Contaminant/Health Risk

For TACs, “substantial” is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level.

The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are considered appropriate for use in determining the health risk for projects in SCAB:

- **MICR:** MICR is the estimated probability of a maximum exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations and over a period of 25 years for workers. The MICR calculations include multi-pathway consideration, when applicable.

The cumulative increase in MICR that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 10 in 1 million (1.0×10^{-5}) at any receptor location.

- **Chronic HI:** Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multi-pathway consideration, when applicable.

The project would be considered significant if the cumulative increase in total chronic HI for and target organ system would exceed 1.0 at any receptor location.

- **Acute HI:** Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level.



The project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Project would result in an increased risk of greater than 10 in 1 million. Based on guidance from SCAQMD, the threshold of 10 in 1 million was used as the cancer risk threshold for the proposed Project.

4.2.6 IMPACT ANALYSIS

Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

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

1. Plans, Policies, and Programs (PPPs)

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

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

- PPP 4.2-1 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 4.2-2 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."
- PPP 4.2-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings" and Rule 431.2, "Sulfur Content of Liquid Fuels." Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings. Adherence to Rule 431.2 limits the release of sulfur dioxide (SO₂) into the atmosphere from the burning of fuel.



- PPP 4.2-4 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 4.2-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 “Nuisance.” Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

2. *Project Design Features (PDFs):*

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

B. Impact Analysis

The SCAB is a 6,745-square mile sub-region of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The larger SCAQMD jurisdictional boundary includes 10,743 square miles. Within the SCAB, the SCAQMD is principally responsible for air pollution control, and works directly with SCAG, county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. Currently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The Final 2016 AQMP (herein, 2016 AQMP) was adopted by the AQMD Governing Board on March 3, 2017.

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The SCAQMD has established criteria for determining consistency with the 2016 AQMP. These criteria are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook (1993) and are discussed below:



- **Consistency Criterion No. 1:** *The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency with Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) would occur if LSTs were exceeded. As shown below under Threshold b, the Project's short-term construction and long-term operational pollutant emissions would be below CEQA emissions thresholds established by SCAQMD.

Although the Project's short-term and long-term activities would be below the SCAQMD emissions thresholds, the Project's anticipated NO_x emissions would exceed the applicable SCAQMD Regional Thresholds as evaluated under Threshold b. Therefore, the Project has the potential to conflict with the AQMP with respect to this criterion. Impacts would be potentially significant.

- **Consistency Criterion No. 2:** *The project under consideration will not exceed the assumptions in the AQMP based on the years of project buildout phase.*

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAB are provided to SCAG which develops regional growth forecasts that are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in a city's General Plan is consistent with the AQMP.

An amendment to the General Plan (GPA No. 18001) Agua Mansa Warehouse and Distribution Center Overlay would be required to extend the overlay boundaries to encompass the Project site, which would allow logistics uses at the Project site. The 2017 General Plan and the 1986 Agua Mansa Specific Plan No. 210 list the Project site land use designation as Heavy Industrial and the existing zoning as Manufacturing/Service Commercial (M-SC). The Project Applicant proposes a Zone Change (ZC No. 20004) to change the site's zoning classification from M-SC to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay. The proposed logistics use would result in traffic impacts similar to the existing designation and zoning. Thus, even though the Project requires a General Plan modification, the proposed Project, as analyzed, would result in air emissions that are consistent with the City's plans. The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the 2016 AQMP is affirmed when a project would not increase the frequency or severity of an air quality standards violation or cause a new violation and is consistent with the growth assumptions in the AQMP.



Conclusion

Based on the AQMP consistency analysis presented herein, the Project would conflict with the Consistency Criterion No. 1 of the AQMP and the resulting impact would potentially significant

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

No feasible mitigation measures exist that would reduce the Project's NO_x emissions to levels that are less than significant.

E. Significance After Mitigation

Impacts would be significant and unavoidable.

Threshold b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.2-1 through PPP 4.2-4 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

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

Land uses proposed as part of the Project affect air quality through construction-source and operational-source emissions. As discussed in Subsection 4.2.4, *Methodology*, the Project-specific Air Quality and Greenhouse Gas Analysis (EIR *Technical Appendix B1*) used CalEEMod™ Version 2016.3.2 to calculate short-term construction-source air pollutant emissions and long-term operational-source air pollutant emissions. Output from the model runs for both construction and operational activity are provided in Appendix A to the Project-specific Air Quality and Greenhouse Gas Analysis (EIR *Technical Appendix B1*).

B. *Impact Analysis*

1. *Construction Emissions Impact Analysis*

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the Project area include ozone-precursor pollutants (i.e., VOC/ROG and NO_x) and PM₁₀. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur.

Construction results in the temporary generation of emissions ensuing from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Construction-related emissions are expected from site preparation, grading, building construction, paving, architectural coatings, and construction workers commuting. The proposed grading for the Project assumes 100,700 cubic yards would be exported from the Project site.

Table 4.2-6, *Short-Term Regional Construction Emissions*, shows the Project’s estimated maximum daily construction emissions. As previously stated, all construction projects in the SCAB are subject to SCAQMD rules and regulations in effect at the time of construction, including Rule 403 described above. The construction emissions summarized in Table 4.2-6 account for the quantifiable PM-reducing requirements of SCAQMD Rule 403. As shown in Table 4.2-6, the Project’s regional daily construction emissions of criteria pollutants would not exceed their respective SCAQMD thresholds. Further, as shown below in Table 4.2-7, *Construction Localized Impacts Analysis*, the localized construction emissions would not result in a locally significant air quality impact. Therefore, the Project’s construction-related regional air quality impacts are considered less than significant.

Table 4.2-6 Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO _x	CO	SO _x	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Site Preparation	4	42	22	<1	7	2	4	2
Grading	5	90	38	<1	7	2	2	2
Building Construction	5	38	37	<1	6	1	2	1
Paving	3	11	15	<1	<1	<1	<1	<1
Architectural Coating	19	2	5	<1	<1	<1	<1	<1
Peak Daily	19	90	38	<1	9		6	
SCAQMD Thresholds	75	100	550	150	150		55	
Exceeds Threshold?	No	No	No	No	No		No	

CO = carbon monoxide
 lbs/day = pounds per day
 NO_x = nitrogen oxides
 PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size
 SCAQMD = South Coast Air Quality Management District
 SO_x = sulfur oxides
 VOC = volatile organic compounds



Table 4.2-7 Construction Localized Impacts Analysis

Emissions Sources	NO _x (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-Site Emissions	50	32	9	6
LST	385	4,335	67	20
Exceeds Threshold?	No	No	No	No

Note: Source Receptor Area – Metropolitan Riverside, 4 acres, receptors at 460 feet.

CO = carbon monoxide

NO_x = nitrogen oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

LST = localized significance threshold

PM₁₀ = particulate matter less than 10 microns in size

Source: (LSA, 2020a)

2. Operation Emissions Impact Analysis

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed Project would result in net increases in both stationary and mobile-source emissions.

Based on the Project-specific Traffic Impact Analysis (EIR *Technical Appendix J*), implementation of the Project would result in 282 truck trips and 1,317 total trips on a peak day. It should be noted that the default CalEEMod rates for Saturday and Sunday were used. The average haul truck round trip was assumed to be 25 miles (the Connect SoCal average truck trip length is 17.9 miles (SCAG, 2020); 25 miles was used to be conservative). The CalEEMod fleet mix was adjusted to match the Agua Mansa Traffic Impact Analysis (see EIR Subsection 4.12, *Transportation*, for further details regarding transportation analysis methodology). Table 4.2-8, *Opening Year Regional Operational Emissions (25 Mile Trip Length)*, shows long-term operational emissions associated with the proposed Project. Area sources include architectural coatings and landscaping. Energy sources include natural gas consumption for heating.

Table 4.2-8 Opening Year Regional Operational Emissions (25 Mile Trip Length)

Source	Pollutant Emissions, lbs/day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	7	<1	<1	0	<1	<1
Energy	<1	2	2	<1	<1	<1
Mobile	3	39	40	<1	18	5
Total Project Emissions	10	41	42	<1	18	5
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

CO = carbon monoxide

PM₁₀ = particulate matter less than 10 microns in size

lbs/day = pounds per day

SCAQMD = South Coast Air Quality Management District

NO_x = nitrogen oxides

SO_x = sulfur oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

VOC = volatile organic compounds

Source: (LSA, 2020a)

To be conservative, the *Air Quality and Greenhouse Gas Analysis* (EIR *Technical Appendix B1*) included a second analysis using an average haul truck round trip of 40 miles with the same fleet mix.



Table 4.2-9, *Opening Year Regional Operational Emissions (40 Mile Trip Length)*, shows long-term operational emissions associated with the proposed Project using a 40-mile trip length.

Table 4.2-9 Opening Year Regional Operational Emissions (40 Mile Trip Length)

Source	Pollutant Emissions, lbs/day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	7	<1	<1	0	<1	<1
Energy	<1	2	2	<1	<1	<1
Mobile	4	62	68	<1	27	8
Total Project Emissions	11	64	70	<1	27	8
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No

CO = carbon monoxide
 lbs/day = pounds per day
 NO_x = nitrogen oxides
 PM_{2.5} = particulate matter less than 2.5 microns in size
 Source: (LSA, 2020a)

PM₁₀ = particulate matter less than 10 microns in size
 SCAQMD = South Coast Air Quality Management District
 SO_x = sulfur oxides
 VOC = volatile organic compounds

As noted above, the SCAG average truck trip is approximately 17.41 miles; however, the transportation analysis for the Project included conservative truck trip lengths of 25 miles and 40 miles. Since a specific tenant is not yet known, the analysis findings will be based on the longer and more conservative 40-mile trip length. Therefore, as shown in Table 4.2-9, NO_x emissions associated with the Project would exceed the SCAQMD’s threshold of significance for operational emissions. This impact would be considered potentially significant.

Table 4.2-10, *Long-Term Operational Localized Impacts Analysis*, shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for operations. For an assessment of the worst-case scenario, the emissions shown in Table 4.2-10 include all on-site Project-related stationary sources and 4 percent of the Project-related new mobile sources, which is an estimate of the amount of Project-related new vehicle traffic that would occur on-site. A total of 4 percent is considered conservative because the average round-trip lengths assumed are: 25 miles for commercial-work, 16.8 miles for commercial-customer, and 13.8 miles for other types of trips. It is unlikely that the average on-site distance driven would be even 1,000 feet, which is approximately 2 percent of the total miles traveled. Considering the total trip length included in the CalEEMod, the 4 percent assumption is conservative.

Table 4.2-10 shows that the operational emission rates would not exceed the LSTs for sensitive receptors in the project area. Therefore, the proposed operational activity would not result in a locally significant air quality impact.



Table 4.2-10 Long-Term Operational Localized Impacts Analysis

Emissions Sources	NO _x (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-Site Emissions	2	2	<1	<1
LST	450	5,662	20	7
Exceeds Threshold?	No	No	No	No

Note: Source Receptor Area – Metropolitan Riverside, 5 acres, receptors at 550 feet, on-site traffic assumed to be 4 percent of total.

CO = carbon monoxide

LST = local significance thresholds

lbs/day = pounds per day

Source: (LSA, 2020a)

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

In summary, the proposed Project would result in a less than significant LST impacts during construction and operation. Additionally, although the Project would not result in SCAQMD threshold exceedance for criteria pollutants during construction, but would result in exceedance of the NO_x threshold established by SCAQMD during long-term operation. Therefore, the Project would result in a potentially significant impact associated with NO_x emissions during long-term operation of the Project.

C. Significance Before Mitigation

Potentially significant impacts associated with NO_x emissions during long-term operation of the Project.

D. Mitigation Measures

No feasible mitigation measures exist that would reduce the Project’s NO_x emissions to levels that are less than significant.

E. Significance After Mitigation

Long-term operational impacts would be significant and unavoidable.

Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.2-1 through PPP 4.2-4 (listed under Threshold a) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project’s MMRP to ensure compliance.



2. Project Design Features (PDFs):

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

B. Impact Analysis

1. Construction Localized Emissions Impact Analysis

Table 4.2-7, identifies the localized construction impacts at the nearest receptor location in the vicinity of the Project. As shown, Project-related construction emissions would not exceed the SCAQMD LST for NO_x, CO, PM₁₀, or PM_{2.5} at the nearest sensitive receptor. Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from Project construction would result in less than significant impacts with respect to Threshold c.

2. Operation Localized Emissions Impact Analysis

Criteria Pollutant Emissions

Table 4.2-10 identifies the localized operational impacts at the nearest receptor location in the vicinity of the Project. As shown, Project-related operational emissions would not exceed SCAQMD's LST for NO_x, CO, PM₁₀, or PM_{2.5} at the nearest sensitive receptor. Accordingly, construction of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from Project operation would result in less than significant impacts with respect to Threshold c.

CO Hot Spot Impact Analysis

As discussed in the 2003 AQMP, 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) in areas with unusual meteorological and topographical conditions. Existing CO concentrations in the immediate Project vicinity are not available. Ambient CO levels monitored at the Riverside-Rubidoux Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 2.4 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 2.0 ppm (the State standard is 9 ppm) during the past 3 years (Table E). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Project's Traffic Impact Analysis (EIR *Technical Appendix J*), certain intersections surrounding the project site currently operate at an unsatisfactory LOS without the project. While the project would contribute to the existing deficiency at these intersections, the LOS would either stay the same or only slightly increase with the Project. Given the extremely low level of CO concentrations in the Project area, and minor traffic impact increases at affected intersections, Project-related vehicles



are not expected to contribute significantly to result in the CO concentrations exceeding the State or federal CO standards. Because no CO hot spots would occur, there would be no Project-related impacts on CO concentrations. (LSA, 2020a)

3. Toxic Air Contaminants Impact Analysis

For the purposes of the Project-specific Health Risk Assessment (EIR *Technical Appendix B2*), a screening-level multi-pathway assessment has been conducted. It should be noted that short-term emissions are of concern for analyzing acute health impacts and long-term emissions are of concern for analyzing chronic and carcinogenic health impacts. This methodology was chosen as recommended in the OEHHA *Air Toxic Hot Spots Program Risk Assessment Guidelines*. For a detailed discussion of the models used for calculating TAC emissions associated with operation of the Project and the parameters, please see the Project-specific Health Risk Assessment (EIR *Technical Appendix B2*). The results of the modeling are summarized below.

Exposure to TACs from vehicle exhaust can result in immediate health effects; however, according to the rulemaking in CARB's *Identifying Particulate Emissions from Diesel-Fueled Engines as a Toxic Air Contaminant*, available data from studies of humans exposed to diesel exhaust are not sufficient for deriving an acute noncancer health risk guidance value. Emissions from gasoline-powered vehicles do contain TACs with short-term acute health effects. The acute health risks from the Project's on-site truck activity and roadway traffic are shown in Table 4.2-11, *Health Risk Levels for Existing Residents Near the Project Site*. The Acute HI for the residential MEI would be 0.0003, and for the worker, the MEI would be 0.0004; both are less than the threshold of 1.0.

The carcinogenic and chronic health risks from the proposed Project are also shown in Table 4.2-11. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). The maximum cancer risk for the residential MEI would be 0.12 in 1 million, less than the threshold of 10 in 1 million. The maximum cancer risk for the worker MEI would be 0.03 in 1 million, also less than the threshold of 10 in 1 million. The chronic health risks from the Project's on-site and roadway traffic are shown in Table 4.2-11, *Health Risk Levels for Existing Residents Near the Project Site*.

As these results show, all health risk levels to nearby residents and workers from Project-related emissions of TAC would be well below SCAQMD's HRA thresholds; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and the resulting impact would be less than significant.



Table 4.2-11 Health Risk Levels for Existing Residents Near the Project Site

Location	Maximum Cancer Risk (risk per million)	Maximum Noncancer Chronic Risk (Hazard Index)	Maximum Noncancer Acute Risk (Hazard Index)
Residential Risks	0.12	0.00011	0.0003
Worker Risks	0.03	0.0003	0.0004
SCAQMD Significance Threshold	10	1.0	1.0
Significant?	No	No	No

Source: (LSA, 2020c)

4. Friant Ranch

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

The South Coast AQMD discusses that it is infeasible to quantify health risks caused by projects similar to the Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer because of the Project. On the other hand, for extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs/day of NO_x and 89,180 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. The Project would generate a peak of 90 lbs/day of NO_x during construction and 64 lbs/day of NO_x during operations. The Project would also generate a peak of 19 lbs/day of VOC emissions during construction and 11 lbs/day of VOC emissions during operation. Therefore, the Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. However, LSTs are indicators of the potential health impacts. Based on the analysis provided above, Project impacts for both construction-related and operational LST risk impacts were determined to be less than significant.



C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation required.

E. Significance After Mitigation

Less than significant.

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

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.2-5 (listed under Threshold a) apply to the Project and would reduce impacts relating to odors. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

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

B. Impact Analysis

1. Construction

The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature. Temporary odor impacts would not affect substantial numbers of people and would cease following completion of each phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction. Therefore, the Project would result in less-than-significant odor impacts during short-term construction activities.



2. Operation

Land uses generally associated with odor complaints include agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities. The Project consists of industrial uses, similar in nature to the existing surrounding uses, and would not include land uses typically associated with emitting objectionable odors. Additionally, the temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. No sources of objectionable odors have been identified during operation of the Project. Therefore, the Project would result in less than significant impacts associated with emissions of objectionable odors.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation required.

E. Significance After Mitigation

Less than significant.

4.2.7 CUMULATIVE IMPACT ANALYSIS

The Project would contribute criteria pollutants to the area during construction of the Project. Several individual projects in the area may be under construction simultaneously with the proposed Project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants; however, each project would be required to comply with SCAQMD's standard construction measures. The proposed Project's short-term construction emissions would not exceed the significance thresholds. Therefore, it would not have a significant short-term cumulative air quality impact. The Project would not be consistent with SCAQMD's 2016 AQMP because the Project's long-term operational NO_x emissions would exceed the applicable SCAQMD regional thresholds. Because the SCAQMD considers all impacts that are significant and direct to also be cumulatively considerable, the Project's potential to conflict with the 2016 AQMP is a cumulatively considerable impact.

The Project's long-term operational emissions would exceed SCAQMD's criteria pollutant threshold for NO_x; however, cumulative projects would be required to comply with SCAQMD's operational emissions thresholds, which are designed to accomplish regional emissions goals; however, because



the proposed Project would result in a significant operational NO_x impact, this would also be considered a cumulative impact related to long-term air quality emissions.

The Project-specific Health Risk Assessment (EIR *Technical Appendix B2*) concluded that long-term operation of the Project would not expose sensitive receptors to substantial pollutant concentrations. Because the Project's operational localized emissions would be relatively small, it is reasonable to conclude that even when the Project's operational emissions are combined with localized emissions from other development projects within proximity to the Project site, such emissions would not exceed SCAQMD thresholds. Additionally, construction and operation of the Project would not emit airborne TACs at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

The Project does not involve any uses that would produce substantial amounts of odors. Mandatory compliance with applicable regulatory requirements (i.e. SCAQMD Rule 1401 and Rule 402) would ensure that operational-related odors would be minimized. Construction-related odors 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 cumulatively-considerable. The Project and cumulative developments in the surrounding areas would be required to comply with SCAQMD Rule 402, which would ensure that long-term operational odor impacts are less than cumulatively-considerable.



4.3 BIOLOGICAL RESOURCES

The following analysis is based on information obtained from the *Habitat Suitability Evaluation* prepared for the Project by Ecological Sciences, Inc. (ESI), dated March 21, 2020 (ESI, 2020) (*Technical Appendix C* to this EIR); the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017c); and Google Earth Pro. All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.3.1 ENVIRONMENTAL SETTING

Information below describes the existing environmental setting based on information obtained from the Project-specific *Habitat Suitability Evaluation (Technical Appendix C)*. More specifically, the existing conditions in this subsection reflect those that were observed during the field study conducted by ESI on August 22, 2018. It should be noted that between August 22, 2018 and the posting of the NOP (February 11, 2020) no known changes to the Project site were recorded.

The Project site is located within the Riverside County Multiple Species Habitat Conservation Program (MSHCP) Sub-Unit 3 – Delhi Sands Area, Independent Cell Group, Cell 22 within the Jurupa Area Plan. See the *Habitat Suitability Evaluation* prepared for the proposed Project (EIR *Technical Appendix C*) for a discussion of MSHCP species and objectives associated with Cell 22.

A. Vegetation

The Project site is characterized as a historically graded site that has been recently grubbed/disked and exposed to other anthropogenic activities such as off-road vehicle (ORV) uses and debris dumping (e.g., manure, trash). Substrate across the Project site was identified as consisting of loams and sands.

Non-native plant species recorded within the Project site include foxtail chess (*Bromus madritensis* ssp. *rubems*), soft chess (*Bromus mollis*), Mediterranean grass (*Schismus barbatus*), Russian thistle (*Salsola tragus*), golden crownbeard (*Verbesina enceliodes*), and puncture vine (*Tribulus terrestris*). Native species recoded included telegraph weed (*Heterotheca gandifolora*) and annual bur-sage (*Ambrosia acanthicarpa*) (ESI, 2020).

The field study conducted by ESI on August 22, 2018 did not identify any special-status plants or special-status habitats within the Project site. Additionally, no known special-status plants or special-status habitats are known to have established on the Project site since that date.

1. Narrow Endemic Plant Species

The Project site is located in a Narrow Endemic Plant Species (NEPS) Survey Area, which requires requiring habitat assessments for known endemic plant species that may be impacted by a project. Endemic plant species of concern for the Project site include Brand's phacelia, San Miguel Savory, and San Diego Ambrosia. Each species is discussed further below.



Brand's Phacelia

Brand's phacelia is designated as a Group 3 species in the Riverside County MSHCP and a California Native Plant Society (CNPS) List 1B species. The Project site is located within a NEPS Survey Area for Brand's phacelia. Suitable habitat for Brand's phacelia includes coastal dunes and /or coastal scrub in sandy openings, sandy benches, dunes, sandy washes, or flood plains of rivers and is restricted to clay soils at elevations between 0 and 1,200 feet above mean sea level ("amsl"). Brand's phacelia historically occurred from Los Angeles, Riverside, and San Diego counties and northern Baja California, Mexico. Within western Riverside County, Brand's phacelia is restricted to sandy benches along the Santa Ana River. This species is considered extremely rare as there is only one known extant occurrence in Riverside County, specifically in the Riverside West quad (086B) 3311784, and this species is known from fewer than five occurrences in Southern California (ESI, 2020; CNPS, 2019).

San Miguel Savory

San Miguel Savory is designated as a Group 3 species in the Riverside County MSHCP, a California Native Plant Society (CNPS) List 4 species, and a Forest Service Sensitive Species. The Project site is located within a NEPS Survey Area for San Miguel Savory. Suitable habitat for San Miguel Savory includes rocky, gabbroic, and metavolcanic substrates in coastal sage scrub, chaparral, cismontane woodland, riparian woodland, and valley and foothill grasslands between approximately 360 and 3,015 feet amsl. San Miguel Savory occurs in Orange, Riverside, San Diego, and Baja California, Mexico. No core locations of San Miguel Savory have been identified within the MSHCP Conservation Area; however, 12 occurrences are known from the Santa Rosa Plateau and Santa Ana Mountains (ESI, 2020).

San Diego Ambrosia

San Diego Ambrosia is designated as a Group 3 species in the Riverside County MSHCP, a federally listed endangered species, and a CNPS List 1B species. The Project site is located within a NEPS Survey Area for San Diego Ambrosia. Suitable habitat for San Diego Ambrosia includes open floodplain terraces or in the watershed margins of vernal pools. This species occurs in a variety of associations dominated by sparse, non-native grasslands or ruderal habitats in association with river terraces, vernal pools, and alkali playas. San Diego Ambrosia generally occurs at less than 1,600 feet amsl in the Riverside population and less than 600 feet amsl San Diego County. San Diego Ambrosia is distributed from western Riverside County and western San Diego County, south in widely scattered populations along the west coast of Baja California, Mexico to the vicinity of Cabo Colonet. Known populations in Riverside County include Skunk Hollow, Lake Street, and Nichols Road (ESI, 2020).

B. Wildlife

Common bird species observed during the field study included American Crow (*Crovis brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), and house finch (*Carpodacus mexicanus*). Mammals observed, or



of which sign was detected, included California ground squirrel (*Spermophilus beecheyi*). (ESI, 2020, p. 10). The Project site is located within the known range of the Delhi Sand flower-loving fly (DSFF) and burrowing owl (BUOW), which require special consideration under the Western Riverside MSHCP. These species are further discussed below.

1. *Delhi Sands Flower-Loving Fly (DSFF)*

The DSFF is listed as an Endangered Species by the U.S. Fish and Wildlife Service. The Project site is located within a MSHCP Cell (22) and Sub Unit (SU-3 Delhi Sands) for the DSFF. The DSFF occurs in low numbers and is narrowly distributed within the Plan Area. USFWS has identified three main population or Core areas known to currently or to have at one time existed in the Plan Area. The first priority for conservation will be within Core Areas including the three known point localities of the Delhi Sands flower-loving fly. These locations include one in the northwestern corner of the Plan Area near Hamner Avenue and SR-60, one in the Jurupa Hills (near the Project site), and one in the vicinity of the Agua Mansa Industrial Center.

Potential habitat for the DSFF is typically defined as areas comprised of sandy soil (Delhi series) in open areas commonly dominated by three primary indicator plant species: California buckwheat (*Eriogonum fasciculatum*), California croton (*Croton californica*), and telegraph weed (*Heterotheca grandiflora*). Annual bur-sage (*Ambrosia acanthicarpa*), Rancher's fiddleneck (*Amsinckia menziesii*), autumn vinegar weed (*Lessingia glandulifera*), sapphire eriastrum (*Eriastrum sapphirinum*), primrose (*Oenothera* sp.), and Thurber's buckwheat (*Eriogonum thurberi*) are also commonly present at occupied DSFF sites. Important DSFF insect indicator species such as *Apiocera* and *Nemomydas* are also usually present on occupied habitats in relatively large numbers; however, DSFF have been recorded in certain habitats that do not support these species, and presence/absence of DSFF is not necessarily determined by indicator species. Rather, these indicator species exhibit a strong correlation to habitats occupied by DSFF. A gradient of habitat suitability exists for DSFF, composed of varying degrees of both natural and artificial conditions. Moreover, the microhabitat and life history requirements of DSFF are only poorly understood and the underlying soil environment may be the most determinative factor of whether an area can provide suitable habitat to support a DSFF population.

2. *Burrowing Owl (BUOW)*

The BUOW is considered a MSHCP Group 3 species, California Species of Special Concern, Federal Species of Concern, Partners in Flight Priority Bird Species, and U.S. Fish and Wildlife Service Species of Management Concern.

The BUOW is a small ground-dwelling owl with white eyebrows, yellow eyes, and long legs. The BUOW ranges across most of western North America from 200 feet below sea level to 9,000 feet amsl. Although the BUOW is migratory throughout much of its range, in central and southern California, owls are predominantly non-migratory. In coastal southern California, they occur in annual and perennial grasslands, agricultural areas, and coastal dunes. BUOW have been observed utilizing roadway ditches, airports, vacant lots in residential/commercial areas, abandoned buildings, and irrigation ditches/flood control channels. It is believed that burrowing owls require open areas



supporting sparsely vegetated habitat on gently rolling or level terrain. The BUOW generally prefers moderately to heavily grazed grasslands for nesting and roosting and avoids cultivated fields. The BUOW also requires an abundance of active small mammal burrows as a critical habitat feature for roosting and nesting cover (ESI, 2020).

C. Soil

The soil maps prepared by the National Resource Conservation Service (NRCS) Custom Soil Resource Report for the San Bernardino County, Southwestern Part, California indicate that the Project site is located within an area mapped as Delhi fine sand (Db and DaD2), Greenfield sandy loam (GtC and GyC2), Pachappa fine sandy loam (PaC2), and Ramona sandy loam (RaB2). Substantial impacts to these soil types have historically occurred within the Project site due to previous grading and development activities (ESI, 2020).

4.3.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to biological resources. Additionally, no comments related to biological resources were received during the public scoping period.

4.3.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Endangered Species Act (ESA)

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

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



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

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

2. *Clean Water Act Section 401*

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

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



3. *Clean Water Act Section 404*

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. On April 21, 2020 the United States EPA published the Navigable Waters Protection Rule to define waters of the United States, which include: territorial seas and traditional navigable waters; perennial and intermittent tributaries to territorial and traditional navigable waters; lakes, ponds, and impoundments; and wetlands adjacent to territorial seas, traditional navigable water, tributaries, lakes, ponds, and impoundments. The Navigable Waters Protection Rule became effective on June 22, 2020. Wetlands subject to Clean Water Act Section 404 are defined as an area, if under normal circumstances, (1) has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lack vegetation. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities).

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

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

4. *Executive Order 11990 – Protection of Wetlands*

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. The Order applies to:



- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;
- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

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

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

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

B. State Regulations

1. *California Endangered Species Act (CESA) (Fish & Game Code §2050 et. seq.)*

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

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

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA.



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

2. *Natural Community Conservation Planning Act (NCCP)*

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

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

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

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

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

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA.



4. *California Department of Fish and Wildlife, Fish & Game Code § 3500 et. seq. & 3800*

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

C. *Regional Policies*

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

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

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

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

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately



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

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

D. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to biological resources within the City. The specific policies outlined in the City’s General Plan that are related to biological and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*.

4.3.4 METHODOLOGY

The Project’s impacts to biological resources were evaluated using information obtained from the *Habitat Suitability Evaluation* prepared by ESI (EIR *Technical Appendix C*). As part of the Biological Resources Assessment, the Project site and surrounding areas were assessed to determine the potential presence of biological resources. The *Habitat Suitability Evaluation* included a field study that involved a literature search and the habitat suitability evaluation. The literature search included (1) review of documentation pertinent to biological resources in the vicinity of the Project site (i.e. the Federal Register listing package for the federally listed endangered DSFF; (2) literature pertaining to habitat requirements of DSFF; (3) the California Natural Diversity Data Base (CNDDDB); and (4) review of available reports from the general vicinity of the Project site. The *Habitat Suitability Evaluation* also included a reconnaissance-level field survey of the Project site to evaluate potential habitat for special-status species such as DSFF, BUOW, and Narrow Endemic Plant Species, in compliance with the MSHCP, and assessments for MSHCP riparian/riverine areas and vernal pools.



4.3.5 THRESHOLDS OF SIGNIFICANCE

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

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



4.3.6 IMPACT ANALYSIS

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

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.3-1 The Project Applicant is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

PPP 4.3-2 Compliance with the Migratory Bird Treaty Act (MBTA) is required by federal law, which prohibits the disturbance of active nesting territories of migratory birds during the nesting cycle (February 1 through August 31, annually). In compliance with the MBTA, active nests cannot be removed or disturbed during the nesting season.

2. Project Design Features

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

B. Impact Analysis

1. Vegetation

As described above in Subsection 4.3.1, the field survey conducted as part of the Project-specific *Habitat Suitability Evaluation* (EIR *Technical Appendix C*) did not identify any special-status plants or special-status habitats on the Project site. The Project site is regularly disturbed for fire abatement purposes and contains only disturbed and developed non-native vegetation types. A full listing of the plant species observed on-site during the field survey conducted by ESI is listed above, in Subsection 4.3.1. As the field survey determined that no native habitat types are present within the Project site and no listed plant species (currently protected by state or federal endangered species acts) are expected to occur due to absence of suitable habitat, the proposed Project would result in less than significant impacts to candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.



2. *Wildlife*

As described above in Subsection 4.3.1 the field survey conducted as part of the Project-specific *Habitat Suitability Evaluation* (EIR *Technical Appendix C*) did not identify any special-status animals on the Project site; however, the Project site is located within the Western Riverside County MSHCP Burrowing Owl Survey Area and MSHCP Cell (22) and Sub Unit (SU-3 Delhi Sands) for the Delhi Sands Flower-Loving Fly (DSFF). Several animal species were observed at the Project site during the field survey, which are listed above in Subsection 4.3.1.

In compliance with the Western Riverside County MSHCP, a BUOW habitat assessment was conducted during the field survey. No direct burrowing owl observations or signs (pellets, fecal material, or prey remains) were recorded during the BUOW habitat assessment associated with the *Habitat Suitability Evaluation*. Several marginally suitable burrows associated with California ground squirrels (although ground squirrels not directly observed) were recorded within the Project site that could potentially be utilized by BUOW; however, none of the burrows inspected during the field survey were determined to be currently or recently occupied by BUOW based on the lack of owl observations and absence of signs around burrow entrances. The Project site is exposed to extensive and recurring disturbance-related activities reducing small mammal colonies (e.g., ground squirrel) and occluding potential burrows and resulting in low potential for BUOW habitat. However, some potential, albeit low, does exist for BUOW presence due to potentially suitable habitat both on- and off-site. Impacts to BUOW would be considered a potentially significant impact.

Additionally, there is a potential for nesting bird species to migrate onto the Project site prior to the commencement of construction activities. Absent mitigation, the Project could potentially disturb nesting birds if construction activities were to occur during nesting season (February 1 through August 31). Accordingly, construction-related impacts to nesting birds would be potentially significant if the species are present during construction activities.

According to the *Habitat Suitability Evaluation*, the Project site's existing conditions is not known or expected to support a DSFF population. DSFF prefers sandy substrates with a sparse cover of perennial shrubs and other vegetation. No exposed natural or seminatural open areas with unconsolidated wind-worked granitic soils or dunes are present within the Project site. Moreover, the Project site would not be considered an important or viable property for the preservation or restoration of DSFF habitat due to the current absence of suitable habitat and surrounding commercial land uses that have fragmented habitats in the Project area. Further, all impacts to DSFF within the Project area have been previously fully mitigated via the purchase of off-site credits through the Western Riverside County Regional Conservation Authority. See Appendix A of the *Habitat Suitability Evaluation* (EIR *Technical Appendix C*) for more information regarding this agreement. As such, impacts to the DSFF would be less than significant.

C. Significance Before Mitigation

Potentially significant.



D. Mitigation Measures

MM 4.3-1 Prior to issuance of any grading permits, the Project Applicant shall provide evidence to the Planning Department that the following actions shall be implemented:

1. A pre-construction presence/absence survey for burrowing owls shall be conducted at the Project site by a qualified biologist no less than 30 days prior to initiating ground disturbance activities.
2. If burrowing owls are not detected, no further requirements apply.
3. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and wildlife agencies. A grading permit may be issued once the species has been relocated.
4. A copy of the results of the pre-construction survey (and all additional surveys) shall be provided to the City of Jurupa Valley Planning Department prior to the issuance of a grading permit or the granting of authorization for any vegetation clearing and ground disturbance activities at the Project site.

MM 4.3-2 Prior to the issuance of a grading permit, the Planning Department shall ensure that vegetation clearing and ground disturbing activities occur outside of the migratory bird nesting season (February 1 to August 31). If avoidance of the nesting season is not feasible, then the Project Applicant shall retain a qualified biologist to conduct a nesting bird survey no greater than three (3) days prior to any ground disturbance activities at the Project site, including disking, demolition activities, and grading. If active nests are identified during the nesting bird survey, the biologist shall establish suitable buffers around the nests (depending on the level of activity within the buffer and species detected), and the buffer areas shall be avoided by construction personnel until the biologist makes a determination that the nests are no longer occupied and that the juvenile birds can survive independently from the nests.

E. Significance After Mitigation

Less than significant with mitigation incorporated.



Threshold b: *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

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

1. Plans, Policies, or Programs

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

PPP 4.3-1 (listed under Threshold a) applies to the Project and would reduce impacts relating to biological resources. This requirement is included in the Project's MMRP to ensure compliance.

2. Product Design Features

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

B. Impact Analysis

1. Riparian Habitat

As described above in Subsection 4.3.1, the Project-specific *Habitat Suitability Evaluation* (EIR *Technical Appendix C*) included an assessment for MSHCP riparian/riverine areas. No evidence of riparian vegetation, or the conditions which sustain riparian vegetation were observed within the Project site (ESI, 2020). Accordingly, the Project would have no potential to result in a substantial adverse effect on any riparian habitat or any Corps, RWQCB or CDFW jurisdictional features.

2. Sensitive Natural Community

Although the Project site is located within a NEPS Survey Area as established by the Western Riverside County MSHCP, no suitable habitat was observed for the three (3) narrow endemic plant species that were identified for the Project area (San Miguel savory [*Clinopodium chandleri* = *Satureja* c.], San Diego ambrosia [*Ambrosia pumila*], and Brand's phacelia [*Phacelia stellaris*]). As previously described under Subsection 4.3.1 and within the analysis under Threshold a, the Project site is heavily disturbed, and contains only disturbed and developed vegetation communities. No special-status plants or special-status habitats are present at the Project site and the site does not currently contain any sensitive habitat. Accordingly, the Project would not impact any native vegetation communities, including special-status communities (Brand's phacelia, San Diego ambrosia, and San Miguel savory) because there is no suitable habitat for these species on the Project site. Therefore, the Project would have a less than significant impact on riparian habitat or other sensitive natural communities.

B. Significance Before Mitigation

Less than significant.



C. Mitigation Measures

Mitigation is not required.

D. Significance After Mitigation

Less than significant.

Threshold c: *Would the Project have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.3-1 (listed under Threshold a) applies to the Project and would reduce impacts relating to biological resources. This requirement is included in the Project's MMRP to ensure compliance.

2. Product Design Features

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

B. Impact Analysis

The Project-specific *Habitat Suitability Evaluation* (EIR *Technical Appendix C*) included an assessment consistent with MSHCP requirements for vernal pools, which are defined as seasonal wetlands that occur in depression areas that have wetland indicators of all three parameters (soils, vegetation, and hydrology) (ESI, 2020). According to the Project-specific *Habitat Suitability Evaluation*, no evidence of vernal pools or other wetland features were recorded on the site during the field survey. The Project site has well-drained sandy soils, with no areas of visible ponding, no hydrophytic vegetation, no highwater marks, waterways, or other evidence of water flow (ESI, 2020). Therefore, implementation of the Project would result in no impacts to State or federally protected wetlands.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.



E. Significance after Mitigation

No impact.

Threshold d: *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-1 and PPP 4.3-2 (listed under Threshold a) apply to the Project and would reduce impacts relating to biological resources. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

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

B. Impact Analysis

1. Wildlife Movement

As described in Subsection 4.3.1 above, the Project site is heavily disturbed, has undergone routine disturbances to manage invasive plant growth and suppress fire risk, and does not contain any sensitive habitat or animal species. The Project is not expected to result in a loss of habitat for special status animals. No special-status animals were observed on the Project site as part of the field survey. In addition to featuring a high level of disturbance within the Project site, nearby urban development further reduces the Project site's ability to facilitate wildlife movement. The Project site is not identified as a regionally important dispersal or seasonal migration corridor. Impacts would be less than significant and no mitigation measures would be required.

2. Migratory and Nesting Birds

The Project site is located within the Western Riverside County MSHCP Burrowing Owl Survey Area and therefore has the potential to support burrowing owls. No direct burrowing owl observations or signs (pellets, fecal material, or prey remains) were recorded during the BUOW habitat assessment associated with the *Habitat Suitability Evaluation*. Although the Project site is exposed to extensive and recurring disturbance-related activities resulting in substantial negative impacts on potential BUOW habitat by reducing small mammal colonies (e.g., ground squirrel) and occluding potential burrows, some potential, albeit low, does exist for BUOW presence due to potentially suitable habitat both on- and off-site. Impacts to BUOW would be considered a potentially significant impact and



requires mitigation. As such, BUOW pre-construction surveys would be required prior to any development activities. Compliance with MM 4.3-1, would reduce potential impacts to BUOW to less than significant.

Although the Project site does not contain any trees that would be suitable habitat for migratory and/or nesting birds, there is a potential for migratory and/or nesting bird species to be present on-site prior to the commencement of construction activities. Accordingly, construction-related impacts to migratory and/or nesting birds would be significant if the species are present on-site during construction activities. Therefore, in an abundance of caution, the Project Applicant would implement mitigation measure MM 4.3-2, which requires mandatory compliance with the MBTA. Thus, with the implementation of mitigation MM 4.3-2 impacts to migratory and nesting birds would be less than significant.

C. Significance Before Mitigation

Potentially significant

D. Mitigation Measures

The implementation of MM 4.3-1 and MM 4.3-2 is required

E. Significance After Mitigation

Less than significant with mitigation incorporated.

Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-1 and PPP 4.3-2 (listed under Threshold a) apply to the Project and would reduce impacts relating to biological resources. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

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



B. Impact Analysis

As discussed in EIR Subsection 4.10, *Land Use and Planning*, the Project would be consistent with all applicable General Plan policies pertaining to biological resources including Conservation and Open Space Policies COS 1.2 (Protection of Significant Trees), 1.3 (Other Significant Vegetation), 2.1 (MSHCP Implementation), and 2.3 (Biological Reports). Therefore, the Project would not conflict with any of the City's General Plan policies related to the protection of biological resources. No impacts would occur.

The City of Jurupa Valley Municipal Code does not contain any ordinances related to the preservation of trees. As such, the implementation of the Project does not have the potential to conflict with such ordinances. No impacts would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold f: *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.3-1 (listed under Threshold a) applies to the Project and would reduce impacts relating to biological resources. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features

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



B. Impact Analysis

As previously noted, the Project site is located within a MSHCP Cell (22) and sub Unit (SU-3 Delhi Sands) for the Delhi Sands Flower-loving Fly (DSFF). The Habitat Suitability Evaluation evaluated the Project's compliance with biological aspects of the MSHCP. Specifically, the analysis evaluated the Project's compliance with MSHCP Reserve assembly requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), and 6.1.4 (Urban / Wildlands Interface). If the proposed project demonstrates MSHCP consistency, then the MSHCP provides full mitigation under CEQA. The findings of the MSHCP Consistency Analysis are as follows:

- **BUOW Habitat Assessment (Section 6.3.2)**: In order to comply with Section 6.3.2 of the MSHCP, preconstruction BUOW surveys would be required (see MM 4.3-1). Following the completion of updated BUOW surveys, the Project would be in compliance with Section 6.3.2 of the MSHCP.
- **Narrow Endemic Plant Species (Section 6.1.3)**: Brand's phacelia, San Miguel savory, or San Diego Ambrosia are not present within the Project site. The Project demonstrates compliance with Section 6.1.3 of the MSHCP.
- **Riparian/Riverine Areas and Vernal Pools (Section 6.1.2)**: The Project site does not contain riparian/riverine areas, vernal pools, or fairy shrimp habitat. The Project site has well-drained sandy soils, with no areas of visible ponding, no hydrophytic vegetation, no highwater marks, waterways, or other evidence of water flow. The Project demonstrates compliance with Section 6.1.2 of the MSHCP.
- **Urban/Wildlands Interface (Section 6.1.4)**: The Project is not located near areas that are currently within or proposed for conservation as a part of the MSHCP Conservation Area, and therefore the guidelines contained in Section 6.1.4 are not applicable.
- **Delhi Sands Flower-loving Fly**: The Project site contains soils suitable for supporting the DSFF. However, the MSHCP allows for DSFF mitigation through off-site preservation. Accordingly, all impacts to DSFF within the Project have been previously fully mitigated via the purchase of off-site credits through the RCA. The RCA agreement may be reviewed at Appendix A of *Technical Appendix C*.

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), and Section 6.1.4 (Urban / Wildlands Interface). Implementation of MM 4.3-1 would ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements. Therefore, this impact is considered potentially significant.



C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

The implementation of mitigation measure MM 4.3-1 is required.

E. Significance After Mitigation

Less than significant with mitigation incorporated.

4.3.7 CUMULATIVE IMPACT ANALYSIS

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

As discussed under Threshold a, the Project site does not contain any special-status plant species or special-status animal species, and the Project would not result in an impact to such species. The Project site is located within the Western Riverside County MSHCP Burrowing Owl Survey Area. With implementation of Mitigation Measures MM 4.3-1 and MM 4.3-2, the Project's potential impacts to burrowing owl species would be reduced to levels that are less than significant. Other cumulative development projects would also be subject to the requirements of the Western Riverside County MSHCP (or other applicable habitat conservation plan) as it relates to candidate, sensitive, or special status species (including burrowing owl), and would also be required to implement sufficient mitigation measures in order to reduce impacts to such species to levels that are less than significant.

The primary effects of the proposed Project, when considered with the build out of long-range plans in the geographic area covered by the Western Riverside County MSHCP, would be the cumulative loss of habitat for sensitive species. With respect to special-status species, the habitat offered on the Project site is of substantially lesser quality than habitat that is found in designated MSHCP Criteria Cells within the geographic area covered by the Western Riverside County MSHCP. Anticipated cumulative impacts to biological resources are addressed within the Western Riverside County MSHCP cumulative study area. The Western Riverside County MSHCP, as currently adopted, addresses 146 "Covered Species" that represent a broad range of habitats and geographical areas within Western Riverside County, including threatened and endangered species and regionally- or locally-sensitive species that have specific habitat requirements and conservation and management needs. The Western Riverside County MSHCP addresses biological impacts for take of Covered Species within the MSHCP area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures included in the Western Riverside County MSHCP address the federal, State, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the Western Riverside County MSHCP states that:



“The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.”

It goes on to state that:

“The LDMF [Local Development Mitigation Fee] is to be charged throughout the Plan Area to all future development within the western part of the County and the Cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as maintain the region’s quality of life.”

The reason for the imposition of the Mitigation Fee over the entire region is that the loss of habitat or endangered species is a regional issue resulting from the cumulative effect of continuing development throughout all of the jurisdictions in Western Riverside County. Finally, Section 5.1 of the Western Riverside County MSHCP states that:

“It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.”

As the construction of buildings, infrastructure, and all alterations of the land within areas that are outside of the Criteria Area are permitted under the Western Riverside County MSHCP (see MSHCP Section 2.3.7.1), cumulative impacts to biological resources with the exception of MSHCP non-covered species would be less than significant on a cumulative basis provided that the terms of the MSHCP are fully implemented (MSHCP Final EIR/EIS, Section 4.4.1.6). The Western Riverside County MSHCP database was consulted for the proposed Project and the required focused surveys for the western burrowing owl have been conducted. The Project Applicant is required to pay the required MSHCP mitigation fees as stated in this EIR. The Project would comply with the requirements of the Western Riverside County MSHCP and, thus, would not conflict with its adopted policies. Accordingly, because the proposed Project is required to comply with the Western Riverside County MSHCP and pay the required MSHCP mitigation fee, the Project would have less-than-significant cumulatively considerable impacts to MSHCP covered species. Accordingly, the Project would have a less-than-cumulatively considerable impact with respect to Threshold a.

As discussed under Threshold b, no riparian habitat or other sensitive natural community occurs on the Project site, and the Project would not have any substantial adverse effects on such habitat. Accordingly, the Project would have no impact on any riparian or sensitive natural communities and would have no potential to result in a cumulatively considerable impact with respect to Threshold b.



As discussed under Threshold c, no jurisdictional features are present at the Project site. Accordingly, the Project would have a less-than-cumulatively considerable impact on federally or state protected wetlands.

As discussed under Threshold d and as discussed above under the evaluation of cumulative impacts for Threshold a, the Project site has the potential to support burrowing owl species, and implementation of the Project could result in potentially significant impacts on burrowing owl species. Additionally, the Project site contains habitat that may be considered habitat for nesting birds; should Project construction activities occur during the nesting season (February 1 to August 31), the Project could result in potentially significant impacts on nesting birds. Implementation of Mitigation Measure PPP 4.3-2 would require preconstruction presence/absence surveys for burrowing owls which would reduce the Project's potential impacts to burrowing owl species to a level below significance. Implementation of Mitigation Measure PPP 4.3-2 would require vegetation clearing and ground disturbing activities occur outside of the nesting season (February 1 to August 31), and requires a preconstruction nesting bird survey if avoidance of the nesting season is infeasible. Implementation of Mitigation Measure PPP 4.3-2 would reduce the Project's impacts to nesting birds to a level below significance. Other cumulative development projects would also be subject to the requirements of the Western Riverside County MSHCP (or other applicable habitat conservation plan) as it relates to burrowing owl and would also be subject to compliance with the requirements of the MBTA. Accordingly, with implementation of Mitigation Measures PPP 4.3-1 and PPP 4.3-2, the Project would have a less-than-cumulatively considerable impact with respect to Threshold d.

As discussed under Threshold e, the Project would not conflict with any local policies or ordinances protecting biological resources. Other cumulative development projects would also be required to comply with applicable local policies (i.e., General Plan policies and Municipal Code regulations) and regional policies (i.e., HCPs). Accordingly, the Project would not result in cumulatively considerable impacts related to a conflict with local policies or ordinances protecting biological resources.

As discussed under Threshold f and as discussed above under the evaluation of cumulative impacts for Threshold a, with implementation of Mitigation Measure MM 4.3-1, the Project would have a less-than-significant impact due to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the MSHCP. Other cumulative development projects would also be subject to compliance with the requirements of applicable adopted habitat conservation plans. Therefore, the Project would have less-than-cumulatively considerable impacts associated with a conflict with an applicable conservation plan.



4.4 CULTURAL RESOURCES

The following analysis is based on information obtained from the technical report entitled, *Phase I Cultural Resource Assessment*, which was prepared by LSA, dated March 2020 and is included as *Technical Appendix D* to this EIR (LSA, 2020f), and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.4.1 ENVIRONMENTAL SETTING

A. Cultural Setting

1. *Prehistory*

Two primary regional syntheses are commonly used in archaeological literature when describing the chronological sequences associated with southern California. The first is a typological approach that defines four cultural horizons, each with characteristic local variations: Early Horizon (9000–6500 BC), Milling Stone Horizon (6500–2000 BC), Intermediate Horizon (2000 BC–AD 200), and Late Prehistoric Horizon (AD 500–historic) (LSA, 2020f). Additionally, employing a more ecological approach, southern California prehistory is defined by the following four periods: Pinto (4000–3000 BC), Gypsum (1000 BC–AD 1), Saratoga Springs (AD 500–1000), and Protohistoric (AD 1500–historic). Many changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, beginning with the gradual environmental warming in the late Pleistocene, the desiccation of the desert lakes during the early Holocene, the short return to pluvial conditions during the middle Holocene, and the general warming and drying trend, with periodic reversals, that continues to this day (LSA, 2020f).

2. *Ethnohistory*

The Project site is located in an area near the boundary of two Native American tribal territories: the Gabrielino and Serrano.

Gabrielino

Gabrielino refers to the Uto-Aztecan (Takic) speaking Native Americans who lived throughout the present Los Angeles and northern Orange County areas and who were historically affiliated with Mission San Gabriel Archangel, founded on September 8, 1771. Today, some of the Gabrielino prefer to call themselves Tong–va. Gabrielino territory included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, several smaller intermittent streams in the Santa Monica and Santa Ana Mountains, all of the Los Angeles Basin, the coast from Aliso Creek north to a point between Topanga and Malibu Creeks, and the islands of San Clemente, San Nicolas, and Santa Catalina (LSA, 2020f).

Serrano

The Serrano were a small group, consisting primarily of hunter-gatherers who occasionally fished. Hunting and gathering was sometimes conducted in a communal setting. When meat was procured, it



was prepared by baking in earth ovens, boiling in watertight baskets, or parching through tossing onto hot coals in shallow trays. The bones were boiled to extract marrow for consumption, and blood was either consumed cold or consumed after it was cooked into a thick consistency. Any surplus meats, as well as some vegetables, were dried in the sun and stored for later use. Implements for food processing included metates, mortars of stone or wood, flint knives, stone or bone scrapers, pottery trays and bowls, baskets, and horn and bone spoons and stirrers (LSA, 2020f).

Serrano villages were usually situated near water sources. Family homes were circular, domed structures made of willow and tule, and mostly were utilized for sleeping and storage but also contained a central fire pit. Day-to-day household activities generally occurred in the open or under a ramada (a wall-less structure with a thatched roof). Other village buildings included ceremonial houses, granaries, and sweathouses (LSA, 2020f).

3. *History*

In California, the historic era is generally divided into three periods: the Spanish Period (1769–1821), the Mexican Period (1821–1848), and the American Period (1848–present). One of the first non-Native Americans to travel through the area currently known as Riverside County was Juan Bautista de Anza, who led an expedition in 1774. In the late 1700s, three Spanish mission fathers (one each from the San Gabriel, San Juan Capistrano, and San Luis Rey Missions) began to colonize land and use the valley of Riverside County for growing grain and raising cattle. Beginning in 1834, the missions and mission lands were secularized and transferred as “grants” to Californians who were citizens of Mexico. When California became a territory of the United States in 1848, a steady flow of settlers began coming into the area now known as Riverside County, and the County was officially formed in May of 1893 (LSA, 2020f).

The 44-square-mile city of Jurupa Valley was incorporated on July 1, 2011 (City of Jurupa Valley, 2017a). The name “Jurupa” is of Gabrielino origin, meaning “sagebrush-place” (LSA, 2020f). The city of Jurupa Valley is currently a mix of high- and low-density residential development, rural farming and other agricultural activities, and a mix of commercial retail and industrial activity (LSA, 2020f).

4.4.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to cultural resources. Additionally, no comments related to cultural resources were received during the public scoping period.



4.4.3 REGULATORY FRAMEWORK

A. *Federal Regulations*

1. *National Historic Preservation Act (1981)*

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

2. *National Register of Historic Places (NRHP)*

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- **Age and Integrity.** Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?
- **Significance.** Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archeological investigation about our past?

Nominations can be submitted to a SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the National Park Service (NPS) for a Determination of Eligibility (DOE). Listing in the National Register



of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state.

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access.

3. *National Historic Landmarks Program*

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, just over 2,500 historic places bear this national distinction. Working with citizens throughout the nation, the National Historic Landmarks Program draws upon the expertise of National Park Service staff who guide the nomination process for new Landmarks and provide assistance to existing Landmarks.

4. *Federal Antiquities Act*

The Antiquities Act is the first law to establish that archeological sites on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of the archaeological and historic sites and structures on these lands. It also authorizes the President to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments.

B. State Regulations

1. *California Register of Historic Resources (1993)*

As a recipient of federal funding, the California Office of Historic Preservation administers the California Register of Historical Resources (CA Pub. Res. Code §5020 et. seq.). The purpose of the California Register is to develop and maintain an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and desirable, from substantial adverse change. The State Historic Preservation Officer enforces a designation and protection process, has a qualified historic preservation review commission, maintains a system for surveys and inventories, and provides for adequate public participation in its activities. Sites, places, or objects that are eligible to the National Register, are automatically included in the California Register.

2. *California Health and Safety Code Provisions - Human Remains*

The California Health and Safety Code §7050.5, as well as the Public Resources Code §5097 et. seq., require that in the event of discovery or recognition of any human remains in any location other than a formal cemetery, no further excavation or disturbance of the site or site vicinity can occur until the County Coroner has examined the remains and makes a report. The Native American Heritage



Commission is required to be notified within 24 hours if the Coroner determines or suspects the remains to be of Native American descent.

3. *State Health and Safety Code*

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease “In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery...” until the coroner can determine regarding the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from “internment or a place of storage while awaiting internment” with the intent to sell them or to dissect them with “malice or wantonness” is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that “all California Indian human remains and cultural items are to be treated with dignity and respect.” It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

C. *Regional Policies*

There are no regional policies that relate to cultural resources.

D. *City General Plan Policies*

The General Plan policies that are related to cultural resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this EIR.

4.4.4 METHODOLOGY

The information in this Subsection contains an evaluation of the Project’s potential impacts on cultural resources. The majority of the analysis presented herein is based on information obtained from the Project’s *Phase I Cultural Resources Assessment (Technical Appendix D* to this EIR). The *Phase I Cultural Resources* included a records search at the Eastern Information Center (EIC), a records search at South Central Coast Information Center (SCCIC), review of historic aerial photographs and topographic maps (additional background research), and a pedestrian field survey of the Project site to determine the presence or absence of historic resources (LSA, 2020f). The methodology for each of the components of the Project-specific *Phase I Cultural Resources Assessment* are described in further detail below.



1. Records Search at EIC

LSA submitted a request for a records search to the EIC, and the search was completed by EIC on September 27, 2018. The records search included a review of the following State and federal inventories:

- *Directory of Properties in the Historic Property Data File (California OHP 2012)*. The directory includes the listings of the National Register of Historic Places (National Register), National Historic Landmarks, the California Register, California Historical Landmarks, and California Points of Historical Interest;
- *California Historical Landmarks (California OHP 1996)*;
- *Points of Historical Interest (California OHP 1992)*;
- *Five Views: An Ethnic Historic Site Survey for California (California OHP 1988)*; and
- *California Inventory of Historic Resources (California OHP 1976)*.

2. Records Search at SCCIC

While the Project site is located within Riverside County, it is located adjacent to the border with San Bernardino County. As such, LSA also submitted a request for a records search to the SCCIC, and the search was completed on October 30, 2018. The records search included a review of the following State and federal inventories:

- *Directory of Properties in the Historic Property Data File (California OHP 2012)*. The directory includes the listings of the National Register of Historic Places (National Register), National Historic Landmarks, the California Register, California Historical Landmarks, and California Points of Historical Interest;
- *California Historical Landmarks (California OHP 1996)*;
- *Points of Historical Interest (California OHP 1992)*;
- *Five Views: An Ethnic Historic Site Survey for California (California OHP 1988)*; and
- *California Inventory of Historic Resources (California OHP 1976)*.

3. Additional Background Research

As part of the Phase I Cultural Assessment prepared for the Project, LSA reviewed historic aerial photographs and topographic maps available online at National Environmental Title Research.



4. Pedestrian Field Survey

On October 26, 2018, a pedestrian field survey of the Project site was conducted by walking transects spaced at 15 meters. Rodent back dirt was inspected for archaeological materials such as flaked and ground stone items, ceramics, and bone.

4.4.5 THRESHOLDS OF SIGNIFICANCE

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

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

4.4.6 IMPACT ANALYSIS

Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5

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

1. Plans, Policies, Programs (PPPs)

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

No PPPs occur that are related to historical resources.

2. Project Design Features (PDFs)

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

B. Impact Analysis

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



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

As part of the Project-specific Phase I Cultural Resource Assessment, through a search of existing records, additional background research, and a pedestrian field survey, LSA evaluated whether any historic resources exist at the Project site.

C. Records Search and Surveys

1. EIC Records Search

The results of the September 27, 2018, records search at the EIC indicate that two previous cultural resources studies have included at least a small portion of the Project site, both of which were Phase I Archaeological Assessments. An additional 13 cultural resources studies have been conducted within one (1) mile of the Project site, and two additional cultural resources studies provide overviews of cultural resources in the general project area (LSA, 2020f).

Previous cultural resource work in the Project vicinity has resulted in six (6) cultural resources being recorded within 1 mile of the Project site in Riverside County. Of these six resources, one resource includes a portion of the project site (P-33-16364/CA-RIV-8513). One historic-period map (USGS 1896) indicates there was no development in the Project area prior to 1896 (LSA, 2020f).

Site P-33-16364/CA-RIV-8513

Historic period cultural resource P-33-16364/CA-RIV-8513 was originally recorded as a historic period archaeological site consisting of "a steel tank, a large steel pipe junction, a large patch of asphalt pavement, two borrow pits, a steel rail, several steel and iron pipes, and a dirt access road" (Cotterman, 2006). According to the site record, no historic period artifacts were observed in associated site features; the construction and use date of the resource is unknown (LSA, 2020f).

2. Records Search at SCCIC

The results of the October 30, 2018, records search at the SCCIC indicate that two previous cultural resources studies have involved the Project site: a cultural resources assessment and a cultural resources survey. An additional 48 cultural resources studies have been conducted within one (1) mile of the Project site. Previous cultural resource work in the Project vicinity in San Bernardino County



has resulted in 16 cultural resources being recorded within 1 mile of the Project site. None of those cultural resources were recorded within the Project site (LSA, 2020f).

3. *Additional Background Research*

The earliest historic period aerial photograph of the project area dates to 1938, and the oldest topographic map of the project area dates to 1896 (LSA, 2020f). Table A of the *Phase I Cultural Resource Assessment* summarizes the changes in the Project area throughout the years as evidenced by aerial photographs and topographic maps (LSA, 2020f).

As shown in the table, the first development within the Project site includes the planting of groves of trees between 1938 and 1948. The first building on-site appears between 1946 and 1948. The groves disappear by 1959 and additional buildings are identified on-site. These buildings are demolished by 1978. Between 1978 and 2012, the Project site experiences little change (LSA, 2020f).

4. *Pedestrian Field Survey*

During the pedestrian field survey conducted on October 26, 2018, ground visibility was approximately 90 percent. The Project site has been subject to plowing and/or disking as well as disturbance by vehicle tires. Modern trash and broken concrete were observed throughout the Project site. Sandy topsoil and sandy alluvium silt deposits were observed on the surface of the Project site. Careful attention was paid in the area of P-33-16364/CA-RIV-8513 to look for remnants of the historic period site (LSA, 2020f).

It is possible that the P-33-16364/CA-RIV-8513 site features may be associated with the buildings that appear on the aerial photographs and topographic maps discussed above; however, the age of the features is unknown, and current research discovered that not enough detail exists in aerial photographs to determine an approximate time that the features were constructed (Cotterman, 2006). During the pedestrian field survey, the surveyor observed the steel tank, steel pipe junction, and asphalt pavement that are noted in the original site record. However, no historic period artifacts were found on the Project site, and the age and use date of the site remains unknown (LSA, 2020f).

The age of P-33-16364 is unknown, and the site has had its information potential realized through documentation on the Department of Parks and Recreation (DPR) forms. No evidence was identified during the background research to associate the site features with events that have made a contribution to the broad patterns of California's history and cultural heritage or individuals important to the past. Additionally, the site features do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values, and it does not seem likely to yield information important to the past. Additionally, Table 4-1, Designated Historic Structures in Jurupa Valley, of the City's General Plan does not identify any structures within the Project site. Therefore, impacts would be less than significant.



D. Significance Before Mitigation

Less than significant.

E. Mitigation Measures

Mitigation is not required.

F. Significance After Mitigation

Less than significant.

Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

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

1. Plans, Policies, Programs (PPPs)

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

No PPPs occur that are related to archaeological resources.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

As noted above, the records searches conducted at ECI and SCCIC resulted in 22 cultural resources being recorded within 1 mile of the Project site in Riverside County and San Bernardino County; six located in Riverside County and 16 located in San Bernardino County. Of these 22 resources, one resource includes a portion of the project site (P-33-16364/CA-RIV-8513).

The site was originally recorded as a historic period archaeological site consisting of "a steel tank, a large steel pipe junction, a large patch of asphalt pavement, two borrow pits, a steel rail, several steel and iron pipes, and a dirt access road" (Cotterman, 2006). According to the site record, no historic period artifacts were observed in associated site features; the construction and use date of the resource is unknown. Therefore, this resource is not considered archaeologically significant.

However, ground disturbing activities have the potential to unearth previously unknown archaeological resources and result in a potentially significant impact.



C. Significance Before Mitigation

Potentially Significant.

D. Mitigation Measures

MM 4.4-1 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching) the Project Applicant/Developer shall submit proof that a qualified archaeologist meeting the Secretary of Interior's (36 CFR 61) Professional Qualifications Standards has been retained to conduct spot checks during ground disturbing activities at the following intervals: upon initial ground exposure within the Project site; upon a 50 percent completion milestone of ground disturbance; and, upon an 80 percent milestone of ground disturbance. If any potentially historic or archaeological resources are encountered during ground-disturbing activities, the archaeologist shall halt construction work within 50 feet of the find and assess the nature of the find for importance. If the discovery is determined to not be important by the archaeologist, work will be permitted to continue in the area. If a find is determined to be important by the archaeologist, additional investigation would be required, or the find can be preserved in place and construction may be allowed to proceed.

- Additional investigation work would include scientific recording and excavation of the important portion of the find.
- If excavation of a find occurs, the archaeologist shall draft a report of conclusion of excavation that identifies the find and summarizes the analysis conducted. The completed report shall be approved by the Planning Department and the Project Applicant/Developer shall provide verification that the report was submitted to the Eastern Information Center, University of California, Riverside prior to the issuance of an occupancy permit.
- Excavated finds shall be curated at a repository determined by the archaeologist and approved by the City with verification provided to the City prior to the issuance of an occupancy permit.

E. Significance After Mitigation

The implementation of Mitigation Measure MM 4.4-1 would ensure that any previously undiscovered subsurface archaeological resources that may be encountered during Project construction would be identified and appropriately preserved. Accordingly, impacts would be less than significant with mitigation incorporated.



Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.4-1 The Project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site by LSA did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Project site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising



between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of Native American descent, would be less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.4.7 CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site that are located in the northwestern area of Riverside County. These areas have a potential to yield cultural resources that have affiliation with the cultural context of the Project site.

As discussed, there are no above-ground historical resources are located on the Project site, except for the P-33-16364/CA-RIV-8513 site that is not considered significant under CEQA for the reasons discussed under Threshold a. Further, as discussed under Threshold b, LSA reported that no significant archaeological resources are located on the Project site. Impacts to previously undiscovered subsurface archeological resources are typically site specific. There no adjacent related projects which would result in a cumulatively considerable impact to archaeological resources.

Due to mandatory compliance required of all ground-disturbing construction activities with the provisions of the California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq., human remains would be assured proper treatment if encountered. Because all other development projects within the City of Jurupa Valley and elsewhere in the region similarly would be required to comply with State law, any cumulative impact associated with the discovery of human remains would be reduced to below a level of significance.



4.5 ENERGY

The analysis in this Subsection is primarily based on a memorandum prepared by LSA titled, *Energy Usage Assessment for the Agua Mansa Industrial Project*, dated March 11, 2020 and included as *Technical Appendix E* to this EIR (LSA, 2020b). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.5.1 EXISTING CONDITIONS

A. Electricity Consumption

Under existing conditions, the Project site is vacant and undeveloped; therefore, there is currently no electricity consumed within the Project site. The Project site is located within the service area of Southern California Edison (SCE). SCE provides electricity to a population of more than 15 million within a service area encompassing approximately 50,000 square miles. SCE generates electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (SCE, 2019).

B. Natural Gas Consumption

As mentioned above, the Project site is vacant and undeveloped; therefore, there is currently no natural gas consumed within the Project site. The Project site is located within the service area of the Southern California Gas Company (SoCalGas), which is regulated by the California Public Utilities Commission (CPUC). The CPUC regulates natural gas utility service for approximately 11 million customers and oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State of California. Based on the most recent available public data, California customers receive 38% of their natural gas supply from basins located in the Southwest, 27% from Canada, 27% from the Rocky Mountains, and 8% from basins located within California (CPUC, 2020).

C. Transportation Energy/Fuel Consumption

Gasoline and other vehicle fuels are commercially-provided commodities. As of 2019, there were more than 27 million passenger and light truck vehicles and 8 million medium-duty and heavy-duty vehicles on the road in California (DMV, 2019). In 2015, California vehicles consumed nearly 15.1 billion gallons of gasoline (including ethanol) and 4.2 billion gallons of diesel fuel (including biodiesel and renewable diesel) (LSA, 2020b).

4.5.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to energy. Additionally, no comments related to energy were received during the public scoping period.



4.5.3 REGULATORY FRAMEWORK

A. *Federal Regulations*

1. *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

2. *The Transportation Equity Act for the 21st Century (TEA-21)*

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of wise transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

3. *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The Act sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration.¹

4. *Update to Corporate Average Fuel Economy Standards (2010/2012)*

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut greenhouse gas (GHG) emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per

¹ United States Environmental Protection Agency (USEPA). 2019, May 6 (updated). Summary of the Energy Independence and Security Act Public Law 110-140 (2007). <https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act>.



gallon by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017 to 2025 that will require a fleet average of 54.5 miles per gallon in 2025. While the US Environmental Protection Agency (EPA) is reexamining the 2017–2025 emissions and CAFE standards, a consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle GHG emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and gives industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards.²

B. State Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California’s electricity, natural gas, and transportation fuel sectors and provides policy recommendations. The 2016 Integrated Energy Policy Report Update (2016 IEPR Update), focuses on next steps for transforming transportation energy use in California. The 2016 IEPR Update addresses the role of transportation in meeting state climate, air quality, and energy goals; the Alternative and Renewable Fuel and Vehicle Technology Program; current and potential funding mechanisms to advance transportation policy; the status of statewide plug-in electric vehicle infrastructure; challenges and opportunities for electric vehicle infrastructure deployment; measuring success and defining metrics within the Alternative and Renewable Fuel and Vehicle Technology Program; market transformation benefits resulting from Alternative and Renewable Fuel and Vehicle Technology Program investments; the state of hydrogen, zero-emission vehicle, biofuels, and natural gas technologies over the next ten years; transportation linkages with natural gas infrastructure; evaluation of methane emissions from the natural gas system and implications for the transportation system; changing trends in California’s sources of crude oil; the increasing use of crude-by-rail in California; the integration of environmental information in renewable energy planning processes; an update on electricity reliability planning for Southern California energy infrastructure; and an update to the electricity demand forecast.

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to

² California Air Resources Board. 2019. California and major automakers reach groundbreaking framework agreement on clean emission standards. Accessed September 5, 2019. <https://ww2.arb.ca.gov/news/california-and-major-automakers-reach-groundbreaking-framework-agreement-clean-emission>.



improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

3. *California Code Title 24, Part 6, Energy Efficiency Standards*

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californians billions in reduced electricity bills since 1977.

The newest 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC indicates that the 2019 Title 24 standards will continue to improve energy efficiency of newly constructed buildings and alterations by focusing on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements. Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards. Although the 2019 standards do not achieve zero net energy, it is the last of three updates to move California toward achieving that goal. The 2019 California Energy Code has been adopted by the City of Jurupa Valley in Title 8 of the City's Municipal Code, except as amended therein (City of Jurupa Valley, 2019).

4. *California Code Title 24, Part 11, Green Building Standards*

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011 and were last updated in 2016. The 2016 Standards became effective on January 1, 2017. On October 3, 2018, the CEC adopted the voluntary standards of the 2019 CALGreen, which became effective January 1, 2020.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The



code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

5. *California Solar Rights and Solar Shade Control Acts*

The Solar Rights Act sets parameters for establishing solar easements, prohibits ordinances and private covenants which restrict solar systems, and requires communities to consider passive solar and natural heating and cooling opportunities in new construction. This Act is applicable to all California cities and counties. California's solar access laws appear in the state's Civil, Government, Health and Safety, and Public Resources Codes. California Pub Res Code § 25980 sets forth the Solar Shade Control Act, which encourages the use of trees and other natural shading except in cases where the shading may interfere with the use of active and passive solar systems.

6. *State Alternative Fuels Plan*

Assembly Bill 1007 requires the California Energy Commission (CEC) to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with the California Air Resources Board (CARB) and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce greenhouse gas (GHG) emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan.

7. *Pavley Fuel Efficiency Standards (AB 1493)*

On September 24, 2009, the CARB adopted amendments to the "Pavley" regulations that reduce greenhouse gas (GHG) emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment toward a nation-wide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also prepare California to harmonize its rules with the federal rules for passenger vehicles.

The U.S. EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005, and was denied by the U.S. EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air



Act requirement of showing that the waiver was needed to meet “compelling and extraordinary conditions.”

CARB originally approved regulations to reduce GHGs from passenger vehicles in September 2004, with the regulations to take effect in 2009. These regulations were authorized by the 2002 legislation Assembly Bill 1493 (Pavley).

The regulations had been threatened by automaker lawsuits and were stalled by the U.S. EPA’s delay in reviewing and then initially denying California’s waiver request. The parties involved entered a May 19, 2009 agreement to resolve these issues. With the granting of the waiver on June 30, 2009, it was expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists’ costs.

The CARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California.

8. *Advanced Clean Cars Program*

In 2012, the CARB adopted a set of regulations to control emissions from passenger vehicle model years 2017 through 2025, collectively called Advanced Clean Cars (formerly known as Pavley II). Advanced Clean Cars, developed in coordination with the United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA), combined the control of smog-causing (criteria) pollutants and greenhouse gas (GHG) emissions into a single coordinated package of regulations: the Low-Emission Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for zero-emission vehicles (ZEV). The goal of the program is to guide the development of environmentally advanced cars that would continue to deliver the performance, utility, and safety car owners have come to expect. Advanced Clean Cars includes the following elements:

- LEV III Criteria: Reducing Smog-Forming Pollution. CARB adopted new emission standards to reduce smog-forming emissions (also known as “criteria pollutants”) beginning with 2015 model year vehicles. The goal of this regulation is to have cars emit 75 percent less smog-forming pollution than the average car sold in 2012 by 2025.
- LEV III GHG: Reducing GHG Emissions. California’s GHG regulations are projected to reduce GHG emissions from new vehicles by approximately 40 percent (from 2012 model vehicles) in 2025.
- ZEV Regulation: Promoting the Cleanest Cars. The ZEV regulation is designed to achieve the State’s long-term emission reduction goals by requiring auto manufacturers to offer for



sale specific numbers of the very cleanest cars available. These vehicle technologies include full battery-electric, hydrogen fuel cell, and plug-in hybrid-electric vehicles. Updated estimates using publicly available information show about 8 percent of California new vehicle sales in 2025 will be ZEVs and plug-in hybrids.

9. *Advanced Clean Trucks*

On June 25, 2020 CARB approved the Advanced Clean Trucks regulation. The rule requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024 with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last-mile delivery and drayage applications.

10. *Low Carbon Fuel Standard*

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.

11. *California Renewable Portfolio Standard (SB 1078, SB 350 and SB 100)*

SB 1078 requires electricity retailers to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020. Additionally, former Governor Edmund G. Brown, Jr. signed into legislation Senate Bill (SB) 350 in October 2015, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The California Energy Commission (CEC) and the CPUC work collaboratively to implement the RPS. The CPUC implements and administers Renewable Portfolio Standards (RPS) compliance rules for California's retail sellers of electricity, which include investor-owned utilities (IOU), public owned utilities (POUs), electric service providers (ESP) and community choice aggregators (CCA). The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources, and adopting regulations for the enforcement of RPS procurement requirements of POU's.



In 2016, California's three large IOUs (Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric) collectively served 34.76% of their retail electricity sales with renewable power. The IOU's utilize a mix of RPS resources such as wind, solar PV, solar thermal, hydroelectricity, geothermal, and bioenergy to meet their renewable procurement targets. Southern California Edison (the IOU that provides electricity to the Project site) served 28% of their retail electricity sales with renewable power in 2016.

C. Regional Policies

1. SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

SB 375 requires each MPO to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS. Additionally, the draft 2020-2045 RTP/SCS, which is the planned update to the currently adopted 2016-2040 RTP/SCS was released on November 7, 2019. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

The 2016-2040 RTP/SCS projects that the SCAG region will meet or exceed the passenger per capita targets set in 2010 by CARB. It is projected that VMT per capita in the region for year 2040 would be reduced by 7.4 percent with implementation of the 2016-2040 RTP/SCS compared to a no-plan year 2040 scenario. The draft 2020-2045 RTP/SCS projects that VMT per capita in the region for year 2045 would be reduced by 9.5 percent with its incorporation compared to a no-plan year 2045 scenario.

2. Western Riverside Council of Governments Subregional Climate Action Plan

The Western Riverside Council of Governments (WRCOG) completed a Subregional Climate Action Plan (CAP) in June 2014. Twelve cities in Western Riverside County, including Jurupa Valley, joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill 32).

D. City General Plan Policies

The General Plan policies that are related to energy resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this EIR.

4.5.4 THRESHOLDS OF SIGNIFICANCE

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



in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to energy resources. Based on these significance thresholds, a project would have a significant impact on energy resources if it would:

- a. *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;*
- b. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

4.5.5 METHODOLOGY

The information in this Subsection contains an evaluation of the Project's potential impacts on energy consumption. The majority of the analysis presented herein is based on information obtained from the "Energy Usage Assessment for the Agua Mansa Industrial Project," dated March 11, 2020, that is included as *Technical Appendix E* to this EIR. The analysis presented herein, details the energy demand associated with Project-related construction equipment, transportation energy demands, and facility energy demands. Additionally, the 2017 version of the EMFAC model developed by the California ARB was used to calculate emission rates, and fuel consumption for light duty vehicles, light-heavy duty trucks, medium-heavy duty trucks, and heavy-heavy duty trucks traveling to and from the Project site during construction and operational activities.

The discussion and analysis provided below is based on the data included in the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 output, which is included in Appendix A of the Project's *Air Quality and Greenhouse Gas Analysis (Technical Appendix B1)* to this EIR.

4.5.6 IMPACT ANALYSIS

Threshold a: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.5-1 Prior to building permit issuance, the City shall verify that the following note is included on building plans. Project contractors shall be required to ensure compliance with the note and permit inspection by City of Jurupa Valley staff or its designee to



ensure compliance. The note also shall be specified in bid documents issued to prospective construction contractors.

“All installed appliances shall comply with California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.”

PPP 4.5-2 Prior to the approval of landscaping plans, the City shall verify that the all landscaping will comply with City Ordinance No. 2015-17, “Water Efficient Landscape Requirements.” Project contractors shall be required to ensure compliance with approved landscaping plans.

PPP 4.5-3 Prior to issuance of a building permit, the Project Applicant shall submit energy usage calculations in the form of a Title 24 Compliance Report to the City of Jurupa Valley Planning Department showing that the Project will meet the current California Building Code Title 24 requirements. The City shall review and approve the report and ensure that building and site plan designs the meet current California Title 24 Energy Efficiency Standards.

PPP 4.5-4 Prior to the issuance of a building permit, building plans shall be reviewed by the City Building Department to ensure that measures to reduce water consumption and the associated energy-usage are designed to comply with the mandatory 20% reduction in indoor water usage contained in the current CALGreen Code and the 30% reduction in outdoor water usage contained in the City’s water efficient landscape requirements. Additionally, the Project shall implement the following:

- Landscaping palette emphasizing drought tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving fixtures, e.g. sink faucets, showerheads.

PPP 4.5-5 The Project shall participate in established City-wide programs for industrial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

PPP 4.5-6 The Project is required to comply with the CALGreen Code, as required by the City’s Municipal Code Section 8.05.010.

2. *Project Design Features (PDFs)*

The proposed Project includes design features that are intended to reduce energy and water usage thereby reducing energy demand. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project’s landscape plan includes the use of drought tolerant



landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project.

B. Impact Analysis

1. Construction Energy Use

The anticipated construction schedule assumes that the proposed Project would be constructed over an approximately 22-month period, and would require site preparation, grading, building construction, paving, and architectural coating during construction. Energy consumed during the construction period would be required for the manufacture and transportation of building materials and for preparation of the Project site for grading activities and building construction. Petroleum fuels (e.g. diesel, gasoline) would be the primary sources of energy for these activities.

Construction activities are not anticipated to result in an inefficient use of energy, as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs constructing the Project. Energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction activities would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Energy impacts would be less than significant and no mitigation would be required.

2. Operational Energy Use

Energy use includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage for heating, while indirect sources include electricity generated by off-site power plants. Natural gas use in CalEEMod is measured in units of a thousand British Thermal Units (kBtu) per year; however, this analysis converts the results to natural gas to units of therms. Electricity use in CalEEMod is measured in kilowatt hours (kWh) per year.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, CalEEMod considers lighting as a separate electricity use category.

For natural gas, uses are similarly categorized as Title 24 or Non-Title 24. Title 24 uses include building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances.

Table 4.5-1, Estimated Annual Energy Use of Proposed Project, below, shows the estimated potential increased electricity, natural gas, gasoline, and diesel demand associated with operation of the Project. The electricity and natural gas rates are from the CalEEMod analysis while the gasoline and diesel



rates are based on the traffic impact analysis (see Subsection 4.12 and *Technical Appendix J* to this EIR) in conjunction with U.S. Department of Transportation fuel efficiency data.

Table 4.5-1 Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBtu per year)	Gasoline (gallons per year)	Diesel (gallons per year)
Industrial	3,400,250	10,844,100	182,306	187,743
Parking Lot	32,760	0	0	0
Total	4,433,010	10,844,100	182,306	187,743

Source: (LSA, 2020b)

As shown in Table 4.5-1, the estimated potential increased electricity demand associated with operation of the Project is 4,433,010 kWh per year. In 2018, California consumed approximately 281,120 gigawatt-hours (GWh) or 281,120,200,000 kWh. Of this total, Riverside County consumed 15,980 GWh or 15,980,727,891 kWh (LSA, 2020b); therefore, electricity demand associated with operation of the Project would be less than 0.03 percent of Riverside County’s total electricity demand.

As shown in Table 4.5-1, the estimated potential increased natural gas demand associated with operation of the Project is 10,884,100 kBtu per year or 108,841 therms. In 2018, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Riverside County consumed approximately 399 million therms or approximately 398,538,428 therms (LSA, 2020b); therefore, natural gas demand associated with operation of the Project would be less than 0.03 percent of Riverside County’s total natural gas demand. In addition, the Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2019 CALGreen Code and California’s Building Energy Efficiency Standards.

Further, the Project would result in energy usage associated with gasoline and diesel to fuel Project-related passenger vehicle and truck trips. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.0 mpg in 2015. The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to 6.7 mpg in 2019 (LSA, 2020b).

Using the USEPA gasoline fuel economy estimates for 2015 and California diesel fuel economy estimates for 2019, and the traffic data, including the estimated truck trips calculated in the *Traffic Impact Analysis (Technical Appendix J* to this EIR), the Project would result in the annual consumption of approximately 182,306 gallons of gasoline and 187,743 gallons of diesel. It should be noted that fuel usage rates are anticipated to be greatest in the opening year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline and 4.2 billion gallons of diesel (LSA, 2020b); therefore, gasoline and diesel demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California, and by extension, in Riverside County.



In addition, automobiles associated with trips to and from the Project site would be subject to fuel economy and efficiency standards, which are applicable throughout the State. Similarly, the fuel efficiency of the trucks associated with project operations would also increase throughout the life of the Project. Therefore, implementation of the Project would not result in a substantial increase in transportation-related energy uses. Project operations would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.5-1 through PPP 4.5-6 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to energy. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby reducing energy demand. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project.

B. Impact Analysis

The *Air Quality and Greenhouse Gas Analysis* prepared for the Project (*Technical Appendix B1*) analyzed the Project's consistency with the SCAQMD's AQMP and the WRCOG's CAP, adopted by Jurupa Valley (see Subsection 4.2, *Air Quality*, for the Project consistency analysis with the



SCAQMD's AQMP and the WRCOG's CAP). As discussed in Subsection 4.2, the Project would be consistent with the WRCOG's CAP GHG policies and goals.

Goals and policies in the WRCOG's CAP work to reduce GHG emissions and energy use through land use management, education, energy and water use, air quality, transportation, waste reduction, economic development, and natural habitats. Compliance with the WRCOG's CAP would help to reduce energy and natural gas consumption as well as gasoline usage. Therefore, the Project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable-energy or energy-efficiency measures into building design, equipment uses, and transportation. Impacts would be less than significant and no mitigation measures would be required.

As indicated above under Impact (a), energy usage on the Project site during construction would be temporary in nature and would be minimal compared to State energy demands. In addition, energy usage associated with operation of the Project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level and the Project's total impacts to regional energy supplies would be minor, the Project would not conflict with California's energy conservation plans as described in the CEC's 2018 Integrated Energy Policy Report Update (LSA, 2020b).

In addition, as indicated above under Impact (a), the Project would comply with Title 24 and CALGreen Code standards and be consistent with Municipal Code requirements and the WRCOG's CAP (see Subsection 4.2, *Air Quality*, for the Project consistency analysis with the WRCOG's CAP). Thus, the Project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Additionally, as shown in the General Plan Consistency Analysis table in Subection 4.10, *Land Use and Planning*, of this EIR, the Project would be consistent with General Plan policies COS 5.1 (Best Available Practices), COS 5.5 (Energy Efficiency and Green Building), and COS 5.8 (Reduce "Heat Island" Effect). Therefore, impacts would be less than significant, and no mitigation measures would be necessary.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



4.5.7 CUMULATIVE IMPACT ANALYSIS

The proposed Project and cumulative development projects would be required to comply with all of the same applicable federal, State, and local regulatory measures aimed at reducing fossil fuel consumption and the conservation of energy. Accordingly, the Project would not cause or contribute to a significant cumulatively considerable impact related to conflicts with a State or local plan for renewable energy or energy efficiency.



4.6 GEOLOGY AND SOILS

The following analysis is based on information obtained from the technical report entitled, *Revised Geotechnical Investigation*, prepared in February 2020 for the Project site by NorCal Engineering (NorCal Engineering, 2020), which incorporated the previous information from the Geotechnical Investigation prepared in May 2013 (*Technical Appendix F1* to this EIR); the *Soil Infiltration Study*, prepared in May 2013 for the Project site by NorCal Engineering (NorCal Engineering, 2013) (*Technical Appendix H3* to this EIR); the *Preliminary Project Specific Water Quality Management Plan* prepared in November 2019 by Plotnik & Associates (Plotnik & Associates, 2020a) (*Technical Appendix H2* to this EIR); the *Conceptual Drainage Study* prepared in February 2020 by Plotnik & Associates (Plotnik & Associates, 2020b) (*Technical Appendix H1* to this EIR); the *Paleontological Technical Memorandum*, prepared in November 2018 for the Project site by LSA (LSA, 2020e) (*Technical Appendix F2* to this EIR); the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); and, the Santa Ana Regional Water Quality Control Board Basin Plan (SARWQCB, 2019). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.6.1 ENVIRONMENTAL SETTING

The elevation of the Project site is approximately 940 feet above mean sea level (AMSL) with elevation across the site ranging from 925 to 965 AMSL (Black Rock Geosciences, 2017). The Geotechnical Investigation for the Project site (see *Technical Appendix F1*) details the existing geologic and soils conditions on the Project site, which are described below.

A. Regional Geologic Setting

The City is located within the Chino Basin of the northern portion of the Peninsular Range Geomorphic Province of California. This geomorphic province is characterized by a series of northwest trending mountain ranges separated by valleys. The bedrock core of this area consists predominately of granitic intrusive rocks which have intruded older metamorphic rocks. The Jurupa Mountains, just west of the Project site contain more resistant bedrock composed of granodiorite and older metamorphic rocks (City of Jurupa Valley, 2017b).

B. Earthquake Faults

The Peninsular Ranges are bounded on the east by the San Andreas Fault which lies approximately eight (8) miles to the northeast of the Project site, and on the north by the Cucamonga Fault, which lies approximately ten (10) miles to the north of the Project site. The San Jacinto Fault is located approximately four (4) miles to the northeast of the Project site. The Elsinore Fault lies approximately nineteen (19) miles to the southwest of the Project site. The Chino-Central Avenue Fault, which is considered an extension of the Elsinore Fault, lies approximately seventeen (17) miles to the southwest of the Project site (CIT, 2013). Each of the faults in the vicinity of the Project site is discussed in more detail below.



1. *Chino-Central Avenue Fault*

The Chino-Central Avenue fault system extends northwesterly along the eastern flank of the Chino Hills. The Central Avenue segment of the fault zone parallels the Chino Fault and forms a groundwater barrier further south. The Chino-Central Avenue fault system is capable of producing an earthquake magnitude on the order of 6.0 to 7.0 (CIT, 2013).

2. *Cucamonga Fault*

The Cucamonga Fault is considered to be part of the Sierra Madre fault system which marks the southern boundary of the San Gabriel Mountains. This is a north-dipping thrust fault which is believed to be responsible for the uplift of the San Gabriel Mountains. The Cucamonga Fault is capable of producing an earthquake magnitude on the order of 6.0 to 7.0 (CIT, 2013).

3. *Elsinore Fault*

The Elsinore fault zone is one of the largest faulting systems in southern California. The Elsinore fault zone is capable of producing an earthquake magnitude on the order of 6.5 to 7.5 (CIT, 2013).

4. *San Andreas Fault*

The San Andreas Fault is considered to be the major tectonic feature of California, separating the Pacific Plate and the North American Plate. The San Andreas Fault has an average slip rate of 20-35 millimeters per year and is capable of generating large magnitude earthquakes on the order of 6.8 to 8.0 (CIT, 2013).

5. *San Jacinto Fault*

The San Jacinto fault zone is a sub-parallel branch of the San Andreas Fault zone, extending from the northwestern San Bernardino area, southward into the El Centro region. The San Jacinto Fault is capable of producing an earthquake magnitude on the order of 6.5 to 7.5 (CIT, 2013).

While there are other large earthquake faults within a 62-mile radius of the Project site, none are considered as relevant to the site as the faults described above, due to their greater distance and/or smaller anticipated magnitudes.

C. *Soils*

The Project site is underlain by fill soils overlying native alluvial materials, as described below.

1. *Fill Soils*

Fill soils underlying the Project site are classified as silty sand with some gravel. Depths of the fill soils within the Project site range from one (1) to nine (9) feet below ground surface (bgs). The fill soils are loose to medium dense and damp (NorCal Engineering, 2020).



2. *Native Soils*

Native soils underlying the upper fill soils are classified as silty sand to sandy silt with some clay. These soils are medium dense and damp. Sand, silt, and clay material underlays the upper native soils and varies depending on the depth below the existing surface (NorCal Engineering, 2020).

D. Groundwater Hydrology

Groundwater was not encountered in any of the excavations conducted by NorCal Engineering at the Project site during the Geotechnical Investigation (EIR *Technical Appendix F1*). The Geotechnical Investigation included a subsurface field exploration that consisted of advancing 8-inch diameter soil borings to depths of up to approximately 51.5 feet bgs. Based on review of groundwater maps of the Upper Santa Ana River Basin, the depth of groundwater in the vicinity of the Project site is expected to be 50 feet or greater. Further, the exposed sidewalls of the test pits did not reveal any evidence that groundwater had been near the surface (NorCal Engineering, 2020)

E. Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground-shaking during an earthquake include: liquefaction, seiches and tsunamis, earthquake induced flooding, landsliding, rockfalls, and seismic-induced settlement, each of which is discussed below.

1. *Liquefaction*

The potential for liquefaction generally occurs during strong ground-shaking within loose, granular sediments where the groundwater is usually less than 50 feet. The potential for liquefaction at the Project site is low due to a historic high groundwater level at 50 feet or greater below grade and stiff, fine-grained soils encountered with depth.

2. *Seiches/Tsunamis*

The Project site is located approximately 43.5 miles northeast of the Pacific Ocean and is not located in the vicinity of any other large water bodies. The potential for the Project site to be affected by a seiche or tsunami (earthquake-generated wave) is considered nil due to absence of any large bodies of water near the site (Google Earth Pro, 2020). As the Project site is not located near the coast or any confined bodies of water, there is no risk of inundation from a tsunami or seiche.

3. *Earthquake Induced Flooding*

There are no large water storage facilities (i.e. dams) located on or near the Project site which could possibly rupture during an earthquake and affect the site by flooding (Google Earth Pro, 2020). Moreover, the Project site is not located within a designated dam inundation zone.

4. *Seismically-Induced Landsliding*

The Project site, as well as surrounding properties, are relatively flat in the south and southwesterly areas with a step up in elevation along the eastern portion of the Project site. There are no prominent



hillsides occurring in the Project vicinity. Due to the low relief of the Project site and surrounding region, the potential for landslides to occur at the Project site is considered low (City of Jurupa Valley, 2017b).

5. *Rockfalls*

The areas surrounding the Project site are relatively flat and predominantly built out with industrial, residential, and commercial land uses. No large, exposed, loose, or unrooted boulders are present above the Project site that could affect the integrity of the site. Therefore, the potential for rockfalls at the Project site is very low.

6. *Seismically Induced Settlement*

Settlement generally occurs within areas of loose, granular soils with relatively low density. Since the fill soils underlying the Project site are loose to medium dense and the native soils are medium dense, the potential for seismically-induced settlement is low.

F. *On-Site Infiltration Study*

On-site infiltration tests were conducted to determine the infiltration rate in the area proposed for the infiltration basin. The results of the infiltration tests indicate that the Project site has low infiltration rates.

4.6.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to geology and soils. Additionally, no comments related to geology and soils were received during the public scoping period.

A. *Riverside County Flood Control and Water Conservation District*

Riverside County Flood Control and Water Conservation District (RCFCWCD) submitted comments on the Geotechnical Report and the Project during their review of the Master Application (18008). In total, RCFCWCD submitted three comment letters, dated May 31, 2018, July 12, 2019, and January 29, 2019. Each comment letter is discussed below:

1. *RCFCWCD Comment Letter Dated May 31, 2018*

This comment addressed Project activities that may result in impacts to RCFCWCD facilities. The RCFCWCD comment letter suggests that the Project may require a National Pollution Discharge Elimination System (NPDES) permit, an encroachment permit for construction activities within a RCFCWCD right-of-way, a Section 1602 Agreement from the California Department of Fish and Wildlife (CDFW), and a Clean Water Act Section 404 permit from U.S. Army Corps of Engineers (Corps), and a Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification. Additionally, the comment states that if the project is within a Federal



Emergency Management Agency (FEMA) mapped floodplain, then the Project Applicant shall provide a Conditional Letter of Map Revision (CLOMR) prior to final approval of the Project and a Letter of Map Revision (LOMR) prior to occupancy.

As discussed in Subsection 4.3, *Biological Resources*, the Project would have no potential to result in a substantial adverse effect on any riparian habitat or any Corps, RWQCB or CDFW jurisdictional features. As discussed in Subsection 4.9, *Hydrology and Water Quality*, the Project site is not located within a 100-year flood hazard area and would have no potential to impede or redirect flood flows within a 100-year floodplain. The Project's WQMP (EIR *Technical Appendix H2*) in accordance with the requirements of the City of Jurupa Valley and NPDES permit Order No. R8-2010-0033

2. *RCFCWCD Comment Letter Dated July 12, 2019*

This comment letter states that the comments from the May 31, 2018 are still valid.

3. *RCFCWCD Comment Letter Dated January 29, 2019*

This comment letter reiterates the comments of the previous letters dated May 31, 2018 and July 12, 2019; however, RCFCWCD states in this letter that the Project would require an encroachment permit for Project activities associated with the Brown Avenue/Wilson Street storm drains. Additionally, the letter states that the project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

4. *RCFCWD Comment Letter Dated June 1, 2020*

This comment states that a cooperative agreement will be required, that access conditions need to be coordinated with the District (to provide the District with storm drain access at all times), and that documents for a quitclaim of the existing storm drain easement and new storm drain easement be provided to the RCFCWD.

4.6.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws, and related regulations addressing geology and soils.

A. *Federal Regulations*

1. *Federal Water Pollution Control Act (Clean Water Act)*

The Federal Water Pollution Control Act (also known as the Clean Water Act (CWA)) is the principal federal statute that addresses water resources. The provision of the CWA applicable to geology and soils is CWA Section 402, which applies to all construction sites of over one acre in size and, in part, serves to control the potential impacts of erosion. CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to



discharge stormwater under an NPDES construction stormwater permit. The CWA Section 402 would be applicable to the proposed Project because the Project site is larger than one acre in size.

2. *Paleontological Resources Preservation Act*

The federal Paleontological Resources Preservation Act of 2002 (PRPA) intended to codify the generally accepted practice of limiting collection on public (federal) land of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers. In order to do so, researchers must obtain a permit from the appropriate state or federal agency and must donate any materials recovered to recognized public institutions where they will remain accessible to the public and to other researchers.

B. State Regulations

1. *Alquist-Priolo Earthquake Fault Zoning Act (CA Pub. Res. Code § 2621 ET. seq.)*

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

2. *Seismic Hazards Mapping Act (CA Pub. Res. Code § 2690 et. Seq)*

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards.



Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The SHMA requires site-specific geotechnical investigations be conducted within the Zones of Required Investigation to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy.

3. *Building Earthquake Safety Act*

In 1986, the California Legislature determined that buildings providing essential services should be capable of providing those services to the public after a disaster. Their intent in this regard was defined in legislation known as the Essential Services Buildings Seismic Safety Act of 1986 and includes requirements that such buildings shall be "...designed and constructed to minimize fire hazards and to resist...the forces generated by earthquakes, gravity, and winds." This enabling legislation can be found in the California Health and Safety Code, Chapter 2, § 16000 through 16022. In addition, the California Building Code defines how the intent of the act is to be implemented in Title 24, Part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3.

4. *California Building Standards Code (Title 24) (CALGreen)*

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC) (CalGreen).

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5).

5. *State Water Resources Control Board*

The State Water Resources Control Board (SWRCB) adopts statewide water quality control plans and its nine Resource Water Quality Control Boards (RWQCBs) are required to develop and adopt regional water quality control plans that conform to state water quality policy. The Project site is within the



purview of the Santa Ana RWQCB. Water quality standards and control measures for surface and ground waters of the Santa Ana Region are contained in the Water Quality Control Plan for the Santa Ana Region (also known as the “Basin Plan”). The Basin Plan is thus applicable to the proposed Project and serves to control the potential impacts of erosion.

C. Regional Policies

1. South Coast Air Quality Management District Rule 403

The South Coast Air Quality Management District (SCAQMD) is responsible for enforcing air pollution control measures in the South Coast Air Basin, within which the Project site is located. Rule 403 (Fugitive Dust) addresses blowing dust from construction sites and is applicable to the Project due to the potential for wind erosion during Project grading and construction activities.

D. City General Plan Policies

The specific policies outlined in the City’s General Plan Conservation and Open Space Element that are related to geology and soils and that apply to the proposed Project, including Policy COS 3.13 related to on-site stormwater capture, are listed in a General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this EIR.

4.6.4 METHODOLOGY

A. Geology and Soils

The Project site and surrounding areas were assessed to determine their geotechnical characteristics. In 2013 a Geotechnical Investigation (EIR *Technical Appendix F1*) was performed by NorCal Engineering that included a review of available pertinent geological literature/reports; geologic field reconnaissance mapping; a subsurface field investigation; laboratory testing of soil samples; and development of geotechnical recommendations in connection with development of the Project at the Project site. Additionally, documents and maps were reviewed to ascertain geological conditions on the Project site. This information was used to determine whether or not the Project would result in potentially significant geology and soils impacts.

B. Paleontological Resources

In order to evaluate whether paleontological resources exist or are likely to exist at the Project site, a Project-specific Paleontological Technical Memorandum (EIR *Technical Appendix F2*) was conducted that included examination of geologic maps and relevant geologic and paleontological literature to determine which geologic units are present in the Project site and whether fossils have been recovered from those or similar geologic units elsewhere in the region; a search for known fossil localities was also conducted through the Natural History Museum of Los Angeles County (LACM) to determine the status and extent of previously recorded paleontological resources within and surrounding the Project site; and, a field survey was completed on October 26, 2018, to note the sediments and to identify any unrecorded paleontological resources exposed on the surface of the Project site



4.6.5 THRESHOLDS OF SIGNIFICANCE

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

- a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 1. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);*
 2. *Strong seismic ground shaking;*
 3. *Seismic-related ground failure, including liquefaction; and*
 4. *Landslides.*
- b. *Result in substantial soil erosion or the loss of topsoil;*
- c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;*
- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;*
- e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; and*
- f. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*



4.6.6 IMPACT ANALYSIS

Threshold a: *Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- 1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42).*
- 2) *Strong seismic ground shaking?*
- 3) *Seismic-related ground failure, including liquefaction?*
- 4) *Landslides?*

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.6-1 State law requires the design and construction of new structures comply with current California Building Code requirements which addresses general geologic, seismic, and soil constraints for new buildings, including ground shaking. Prior to grading and building permit issuance, the City shall verify that the following note is included on grading and building plans, and project contractors shall be required to ensure compliance with the note. This note also shall be specified in bid documents issued to prospective construction contractors.

Construction activities shall occur in accordance with all applicable requirements of the California Code of Regulations (CCR), Title 24 (also known as the California Building Standards Code or the California Building Code) in effect at the time of construction.

PPP 4.6-2 Prior to the issuance of grading and building permits, the City Engineering Department and City Building and Safety Department shall review the detailed construction plans to ensure concurrence with the recommendations specified in the Project's Geotechnical Investigation.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.



B. *Impact Analysis*

1. *Rupture of a Known Earthquake Fault*

No active or potentially active faults are known to exist at the Project site and the Project site does not lie within any Alquist-Priolo Earthquake Fault Zones (NorCal Engineering, 2020) and as shown in the City's General Plan, Figure 8-4, *Mapped Fault Zones* (City of Jurupa Valley, 2017a). The nearest known active fault is the San Jacinto Fault located approximately 4 miles to the northeast of the Project site (CIT, 2013). Because the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and because no known active faults underlie the Project site, the Project site would not be exposed to fault rupture during a seismic event and no impact would occur.

2. *Strong Seismic Ground Shaking*

As with much of the southern California region, the Project site is located in a seismically active area. The buildings and supporting infrastructure improvements proposed within the Project site would be subject to ground shaking during seismic events along local and regional faults that would occur during the lifetime operation of the proposed Project. Therefore, the Project has the potential to expose people or structures to adverse effects associated with seismic events. As detailed in the Project-specific Geotechnical Investigation (EIR *Technical Appendix F1*), the historical seismicity of the region that the Project site occurs in has entailed numerous small to medium magnitude earthquake events occurring throughout the region predominately associated with seismic events generated by the Cucamonga, Chino, San Andreas, and/or San Jacinto faults. The nearest known active fault to the Project site is the San Jacinto Fault, located approximately 4 miles to the northeast of the Project site (CIT, 2013). Maximum horizontal ground acceleration of 0.45g may occur from a Magnitude 6.7 earthquake along the San Jacinto fault. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults.

The design and construction of the improvements at the Project site would be subject to the mandatory requirements and standards of the California Building Standards Code (CBSC) Title 24 (CALGreen) and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, which are designed to attenuate the effects of strong ground shaking. Compliance with applicable requirements of CBSC CALGreen and the City of Jurupa Valley Municipal Code would be assured through City review of grading and building permits which would ensure that seismic ground shaking effects are attenuated (these requirements would be required through adherence to PPP 4.6-1 and 4.6-2). The requirements identified in the CBSC CALGreen regulations are designed to ensure that buildings are able to withstand the levels of seismic ground shaking to which the proposed Project would be subject. Accordingly, the Project would have a less than significant impact associated with seismically-induced ground shaking and mitigation is not required.

3. *Seismic-Related Ground Failure, Including Liquefaction*

The potential for liquefaction generally occurs during strong ground-shaking within loose, granular sediments where the groundwater is usually less than 50 feet bgs. As previously stated, the potential



for liquefaction at the Project site is low due to a historic high groundwater level at 50 feet or greater below grade and stiff, fine-grained soils encountered with depth. Additionally, as shown in General Plan Figure 8-5, *Liquefaction Susceptibility in Jurupa Valley*, the Project site is not identified as being susceptible to liquefaction (City of Jurupa Valley, 2017a). Thus, the proposed Project would have a less than significant impact regarding seismic-related ground failure, including liquefaction.

4. *Landslides*

As detailed in the Project-specific Geotechnical Report (EIR *Technical Appendix F1*), the topography of the Project site is relatively flat in the south and southwesterly portions of the Project site with a step up in elevation along the eastern portion of the Project site (NorCal Engineering, 2020). Additionally, the City of Jurupa Valley General Plan Figure 8-6, *Landslide Susceptibility in Jurupa Valley*, does not identify the Project site as within an area at risk of landslide (City of Jurupa Valley, 2017a). Thus, the occurrence of mass movement failures such as landslides, rockfalls, or debris flows within such areas is generally not considered common and the Project would have no impact with respect to landslides.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

<i>Threshold b: <u>Would the Project result in substantial soil erosion or loss of topsoil?</u></i>
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A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs

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

PPP 4.6-2 identified under Threshold c, above, and the following apply to the Project and would reduce impacts relating to geology and soil resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.6-3 Prior to grading permit issuance, the Project Proponent shall prepare a Stormwater Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the Stormwater Pollution Prevention Plan and permit periodic



inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance.

PPP 4.6-4 The Project shall be in compliance with Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls of the City of Jurupa Valley Municipal Code.

2. *Project Design Features (PDFs)*

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

1. *Construction-Related Activities*

The proposed grading activities associated with the Project would temporarily expose underlying soils to water and air which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the temporary exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. As part of the mandatory Municipal Code and NPDES requirements, the Project Applicant would also be required to prepare a SWPPP that would identify construction best management practices (BMPs). BMPs (i.e. silt fencing, sand bags, etc.) that would be implemented during the construction phase to reduce the Project site's potential for soil erosion or the loss of topsoil. In addition, construction activities associated with the Project would be required to comply with SCAQMD Rule 403, Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Mandatory compliance to the Project's NPDES permit and these regulatory requirements of the SCAQMD (i.e., SCAQMD Rule 403) would ensure that water and wind erosion during the Project's construction-related activities would be minimized. Accordingly, construction-related impacts associated with soil erosion and loss of topsoil would be less than significant.

2. *Long-Term Operational Activities*

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces (i.e., building foundations and paved parking areas). Only nominal areas of exposed soil, if any, would occur in the Project site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. The Project site currently sheet flows south and east to Hall Avenue and Agua Mansa Road. The stormwater then flows into a storm drain system which flows south on Agua Mansa Road, south and east on Brown Avenue, discharging into the Santa Ana River.



Implementation of the Project would redesign the drainage and conveyance of stormwater throughout the Project site. Drainage from the northwest portion of the site would be directed to the proposed infiltration basin at the north end of the development. Stormwater runoff from 85th percentile rain events will percolate into the ground; however, runoff in excess of this amount will overflow into a storm drain riser and flow into a relocated storm drain pipe which connects to the RCFCWCD system in Hall Avenue. An existing 39-inch RCP storm drain which crosses the Project site would be relocated approximately 235 feet to the northwest, would be increased to a 42-inch RCP to accommodate the Project, and would convey drainage from the development to the northwest (Inland Empire Cold Storage site) and a portion of adjacent residential lots on the south side of El Rivino Road.

Drainage from the southwest portion of the site would be directed to underground infiltration chambers beneath the proposed trailer parking stalls associated with Building B. Storm runoff from the 85th percentile events will percolate into the ground; however, runoff in excess of this amount will overflow into two existing 24-inch storm drain laterals which connects to the RCFCWCD's 51-inch RCP storm drain in Hall Avenue. The proposed Project's stormwater capture, detention, and stormwater conveyance system is designed to be consistent with design flow rates of RCFCWCD stormwater conveyance system; therefore, implementation of the Project would not result in excess surface runoff which would cause erosion or loss of topsoil.

In addition, the Project Applicant is required to prepare and submit to the City a Project-specific WQMP. The *Preliminary WQMP* is appended to this EIR (*Technical Appendix H2*) and has been submitted for City approval. The WQMP is required to identify and implement an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges. Adherence to the requirements noted in the Project's required WQMP (*Technical Appendix H2* of this EIR), and City of Jurupa Valley Municipal Code Chapter 6.05, *Storm Water/Urban Runoff Management and Discharge Controls*, would ensure that the Project's potential erosion impacts during operation would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold c: *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.6-1 and 4.6-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to unstable soils. These requirements are included in the Project's MMRP to ensure compliance:

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

Potential landslide and liquefaction hazards are addressed above under the discussion and analysis of Threshold a. As discussed above, the Project site and the surrounding properties are relatively flat. Thus, the potential occurrence of mass movement failures such as landslides, rockfalls, or debris flows within the Project area is considered very low. Additionally, since the depth to groundwater is in excess of 50 feet bgs, the potential for liquefaction is considered low.

Settlement generally occurs within areas of loose, granular soils with relatively low density. As stated above, fill soils are found to be loose to medium dense and native soils were found to be medium dense. Based on a Magnitude 6.7 earthquake with a peak ground acceleration of 0.45g at the Project site, seismic-induced settlements are likely to be on the order of less than one inch. These settlements would occur rather uniformly across the Project site with differential settlements on the order of less than one-half inch over a 50 feet (horizontal) distance in the building pad area.

Nevertheless, because the Project site does contain uncompacted fill soils, there is a potential that development within the Project site could result in potentially significant settlement. The Project-specific Geotechnical Investigation (EIR *Technical Appendix FI*) provides standard recommendations for site grading, site preparation, and placement of fill material that ensure that would avoid the potential for settlement. As stated above, the Project would include PPP 4.6-1 and PPP 4.6-2, which requires the Project Applicant to comply with the design standards and safety recommendations provided in the Project-specific Geotechnical Investigation. As recommended by the Project's Geotechnical Investigation, the Project Applicant will implement the following remedial measures to address soil settlement:



- The upper 1 to 9 feet of existing fill soils shall be removed to competent native materials, the exposed surface scarified to a depth of 8 inches, brought to within 2% of optimum moisture content and compacted to a minimum of 90% of the laboratory standard prior to placement of any additional compacted fill soils and pavement.
- The upper 12 inches of soils beneath building slabs shall be compacted to a minimum of 95% relative compaction.
- Grading shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.
- Adequate drainage away from the structures, pavement and slopes should be provided at all times.
- All foundations shall be underlain by a uniform compacted fill blanket at least 3 feet in thickness. The fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.

With the implementation of the recommendations provided in the Project-specific Geotechnical Investigation, the Project's potential impacts related to geologic stability will be less than significant levels.

The Project-specific Geotechnical Investigation (EIR *Technical Appendix F1*) did not identify any potential for hazards associated with lateral spreading, subsidence, or collapsible soils at the Project site. Further, compliance with the standards of CBSC CALGreen and Title 8, Buildings and Construction, of the City of Jurupa Valley Municipal Code would ensure that the Project would not result in any potential impacts associated with lateral spreading, subsidence, or collapse.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



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

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.6-1 and 4.6-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to expansive soils. These requirements are included in the Project's MMRP to ensure compliance:

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

According to the Project-specific Geotechnical Investigation (EIR *Technical Appendix F1*), the uppermost soils at the Project site consist of granular soils and are considered to have a very low expansion potential (Expansion Index = 0-20) (NorCal Engineering, 2020). Additionally, mandatory implementation of the standards of CBSC CALGreen and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, would further ensure that impacts associated with expansive soils would be less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold e: *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs related to septic tanks or alternative wastewater disposal systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

The Project proposes to install wastewater collection and conveyance facilities that would connect to the City's municipal sewer system. No septic tanks or alternative waste water disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold f: *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

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

1. Plans, Policies, and Programs (PPPs)

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

No PPPs occur that are related to paleontological resources.



2. *Project Design Features (PDFs)*

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

1. *Results of the Literature Review*

Geology of the Project Site

The geology Project site, located at the northern end of the Peninsular Ranges Geomorphic Province, is characterized by mountains and valleys that trend in a northwest-southeast direction, roughly parallel to the San Andreas Fault. The province contains extensive pre-Cenozoic (more than 66 million years ago [Ma]) igneous and metamorphic rock covered by limited exposures of Cenozoic (less than 66 Ma) sedimentary deposits. Within this province, the Project site is located on the Perris Block, a fault-bounded structural block that extends from the southern foot of the San Gabriel and San Bernardino Mountains southeast to the vicinity of Bachelor Mountain and Polly Butte. Geologic mapping indicates that the Project site contains Old Eolian Deposits (LSA, 2020e).

Old Eolian Deposits

The Old Eolian Deposits are late to middle Pleistocene in age (11,700 to 781,000 years ago) and consist of slightly to moderately consolidated, fine-to-medium grained, well to poorly sorted dune sand with small amounts of silty and gravelly sand. The depositional structures vary from massive to finely laminated (LSA, 2020e).

These deposits span the latest two North American Land Mammal Ages: the Rancholabrean (11,000–240,000 years ago) and the Irvingtonian (240,000–1.8 Ma) (Sanders et al., 2009; Bell et al., 2004). Fossils are known in similar Rancholabrean and Irvingtonian deposits from excavations for roads, housing developments, and quarries, as well as scientific investigations within the Southern California area. These fossils include mammoths, mastodons, horses, bison, camels, saber-toothed cats, coyotes, deer, and sloths, as well as smaller animals such as rodents, rabbits, birds, reptiles, and fish. As such, these deposits are considered to have high paleontological sensitivity (LSA, 2020e).

Fossil Locality Search

According to the locality search conducted by the LACM, there are no known fossil localities within the boundaries of the Project site. The LACM reports that the Project site consists of younger Quaternary drift sand deposits that overlie older Quaternary deposits (LSA, 2020e).

The museum has two vertebrate fossil localities recorded from these older Quaternary deposits near the Project site. The closest vertebrate fossil locality is LACM 7811, west-southwest of the Project site, west of Mira Loma along Sumner Avenue, north of Cloverdale Road. This locality produced a specimen of whipsnake (*Masticophis*), at a depth of 9 to 11 feet below the surface. The next closest



locality is LACM 1207, south-southwest of the Project site, between Corona and Norco. That locality yielded a fossil specimen of deer (*Odocoileus*) (LSA, 2020e).

Field Survey

As noted during the field survey, the Project site was plowed and clear of vegetation, allowing for 100 percent visibility of the ground surface. Sediment was noted to be sand to silty sand, consistent with the Old Eolian Deposits. No paleontological resources were identified during the survey (LSA, 2020e).

2. *Impact on Paleontological Resources*

Due to the high paleontological sensitivity of the Old Eolian Deposits found throughout the entire Project site, and the LACM having scientifically significant fossil localities nearby from similar Quaternary deposits, impacts to paleontological resources is determined to be potentially significant. Implementation of MM 4.6-2 would ensure that impacts to scientifically significant paleontological resources will be reduced to a level that is less than significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.6-1 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching) the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading.

Excavation and grading activities in deposits with high paleontological sensitivity (the Old Eolian Deposits) shall be monitored by a paleontological monitor following the PRIMP.

- a. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 away from the area of the find in order to assess its significance.
- b. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and adjust the level of monitoring if needed.



- c. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution.
- d. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.

E. Significance After Mitigation

The implementation of Mitigation Measures MM 4.6-1 would ensure that any previously undiscovered paleontological resources that may be encountered during Project construction would be identified and appropriately preserved. Accordingly, impacts would be less than significant with mitigation incorporated.

4.6.7 CUMULATIVE IMPACT ANALYSIS

With regards to Thresholds a, c, and d, with the exception of erosion hazards, potential geologic and soils effects are inherently restricted to the areas proposed for development on the Project site and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, issues including seismically-induced hazards and expansive soils would involve effects to (and not from) the proposed development and are specific to on-site conditions. Mandatory adherence to CBSC and the recommendations given in the Project's Geotechnical Investigation (*Technical Appendix F1* to this EIR) would address the site-specific geologic and soil conditions through site specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. As such, the Project would have less than cumulatively-considerable impacts related to earthquakes, seismic ground shaking, liquefaction, landslides, lateral spreading, subsidence, and collapsible soils. With implementation of Mitigation Measure MM 4.6-1, the Project would result in less than significant direct impact and less than cumulatively considerable impact associated with settlement.

As discussed under Threshold b, the Project would not result in substantial soil erosion or the loss of topsoil. Other development projects in the vicinity of the Project site as well as those resulting from the full General Plan buildout in the City of Jurupa Valley and other jurisdictions that drain into the same receiving waters as the Project site would be required to comply with similar regulatory requirements as the Project to preclude substantial adverse erosion impacts. Development projects (such as the Project evaluated herein) that disturb at least 1.0 acre of land are required to obtain coverage under a NPDES Permit. Development projects also must comply with their associated SWPPPs and WQMPs. All development projects in the vicinity of the Project site also would be required to comply with all applicable building codes in their governmental jurisdiction, and SCAQMD Rule 403-Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Therefore, because the Project would result in less than significant erosion impacts, and because other development projects within the vicinity or the Project site that drain into the same



receiving waters (the Santa Ana River) would be subject to similar requirements to control erosion during short-term construction activities and long-term operation, cumulative impacts associated with soil erosion and the loss of topsoil would be less than significant and the Project's contribution would be less than cumulatively considerable.

As discussed under Threshold e, no septic tanks or alternative waste water disposal systems are proposed as part of the Project; accordingly, the Project would have no cumulatively considerable effect regarding septic tanks or alternative wastewater disposal systems.

As discussed above under Threshold f, the proposed Project has the potential to impact paleontological resources that may be buried beneath the ground surface of the Project site. As other developments in the Project region occur, it is possible that these projects may result in impacts to paleontological resources if found buried beneath the ground surface. However, with implementation of Mitigation Measures MM 4.6-2, the Project's potential impacts to paleontological resources would be reduced to below a level of significance. Therefore, with implementation of Mitigation Measures MM 4.6-2, the Project's impacts to paleontological resources would be less than cumulatively-considerable.



4.7 GREENHOUSE GAS EMISSIONS

The following analysis is based on information obtained from a technical report entitled, *Air Quality and Greenhouse Gas Analysis*, which was prepared by LSA, dated March 2020, and is included as *Technical Appendix B1* to this EIR (LSA, 2020a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.7.1 EXISTING CONDITIONS

A. Introduction to Climate Change

Global climate change (GCC) is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (e.g., precipitation or wind) that last for an extended period of time.

Climate change refers to any change in measures of weather lasting for an extended period (decades or longer). Climate change may result from natural factors, such as a change in sun intensity; natural processes within the climate system, such as changes in ocean circulation; or human activities, such as the burning of fossil fuels, land clearing, or agriculture. The primary observed effect of GCC has been a rise in the average global tropospheric temperature of 0.36°F per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming may occur, which may induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of the State of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones. Specific effects in the State might include a decline in the Sierra Nevada snowpack, erosion of the State's coastline, and seawater intrusion in the San Joaquin Delta.

Global surface temperatures have risen by approximately 1.33°F over the last 100 years (1906 to 2005). The rate of warming over the last 50 years is almost double that over the last 100 years. The latest projections, based on state-of-the-art climate models, indicate that temperatures in the State are expected to rise by 3–10.5°F by the end of the 21st century. The prevailing scientific opinion on climate change is that “most of the warming observed over the last 60 years is attributable to human activities.” Increased amounts of carbon dioxide (CO₂) and other greenhouse gasses (GHGs) are the primary causes of the human-induced component of warming. The observed warming effect associated with the presence of GHGs in the atmosphere is often referred to as “the greenhouse effect.”

B. Greenhouse Gases

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:

- Carbon dioxide (CO₂)



- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF₆)

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which can cause global warming. Although GHGs produced by human activities include naturally occurring GHGs (e.g., CO₂, CH₄, and N₂O), some gases (e.g., HFCs, PFCs, and SF₆) are completely new to the atmosphere. Certain other gases (e.g., water vapor) are short-lived in the atmosphere compared to these GHGs that remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is generally excluded from the list of GHGs, because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes (e.g., oceanic evaporation). For the purposes of this analysis, the term “GHGs” will refer collectively to the six gases identified above.

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one-unit mass of the GHG to the ratio of heat trapped by one-unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of metric tons of “CO₂ equivalents” (MT CO₂e). For example, N₂O is 265 times more potent at contributing to global warming than CO₂. Table 4.7-1, *Global Warming Potential of Greenhouse Gases*, identifies the GWP for each type of GHG analyzed in this report.

Table 4.7-1 Global Warming Potential of Greenhouse Gases

Pollutant	Atmospheric Lifetime (Years)	Global Warming Potential (100-year)¹
Carbon Dioxide (CO ₂)	~100 ²	1 (by definition)
Methane (CH ₄)	12.4	25–34
Nitrous Oxide (N ₂ O)	114–121	265–310

¹ The EPA and CARB use GWP values from AR4.

² CO₂ has a variable atmospheric lifetime and cannot be readily approximated as a single number.

Source: (LSA, 2020a)

The following discussion summarizes the characteristics of the six primary GHGs.



1. *Carbon Dioxide*

In the atmosphere, carbon generally exists in its oxidized form, as CO₂. Natural sources of CO₂ include the respiration (breathing) of humans, animals, and plants; volcanic outgassing; decomposition of organic matter; and, evaporation from the oceans. Human-caused sources of CO₂ include the combustion of fossil fuels and wood, waste incineration, mineral production, and deforestation. The Earth maintains a natural carbon balance, and when concentrations of CO₂ are upset, the system gradually returns to its natural state through natural processes. Natural changes to the carbon cycle work slowly, especially compared to the rapid rate at which humans are adding CO₂ to the atmosphere. Natural removal processes (e.g., photosynthesis by land- and ocean-dwelling plant species) cannot keep pace with this extra input of human-made CO₂; consequently, the gas is building up in the atmosphere. The concentration of CO₂ in the atmosphere has risen from about 280 parts per million (ppm) prior to the Industrial Revolution to more than 400 ppm currently (LSA, 2020a).

2. *Methane*

CH₄ is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources of CH₄ include fires, geologic processes, and bacteria that produce CH₄ in a variety of settings (most notably, wetlands) (LSA, 2020a). Anthropogenic sources include rice cultivation, livestock, landfills and waste treatment, biomass burning, and fossil fuel combustion (e.g., the burning of coal, oil, and natural gas). As with CO₂, the major removal process of atmospheric CH₄ – a chemical breakdown in the atmosphere – cannot keep pace with source emissions, and CH₄ concentrations in the atmosphere are increasing.

3. *Nitrous Oxide*

N₂O is produced naturally by a wide variety of biological sources, particularly microbial action in soils and water. Tropical soils and oceans account for the majority of natural source emissions. N₂O is also a product of the reaction that occurs between nitrogen and oxygen during fuel combustion. Both mobile and stationary combustion sources emit N₂O. The quantity of N₂O emitted varies according to the type of fuel, technology, and pollution control device used, as well as maintenance and operating practices. Agricultural soil management and fossil fuel combustion are the primary sources of human-generated N₂O emissions in the State.

4. *Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride*

HFCs are primarily used as substitutes for O₃-depleting substances regulated under the Montreal Protocol. PFCs and SF₆ are emitted from various industrial processes, including aluminum smelting, semiconductor manufacturing, electric power transmission and distribution, and magnesium casting. There is no aluminum or magnesium production in the State; however, the rapid growth in the semiconductor industry, which is active in the State, has led to greater use of PFCs. There are no known Project-related emissions of these three GHGs; therefore, these substances are not discussed further in this analysis.



C. Emissions Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. The following subsections summarize the latest information on national and State GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (Table 4.7-1), accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission. Additionally, local emission inventories are discussed in Subsection 4.2, *Air Quality*, of this EIR.

1. United States Emissions

In 2016, the United States emitted approximately 6.51 billion MT CO_{2e}. Total United States emissions decreased by 2.3 percent from 2015 to 2016. This decrease was largely attributable to a decrease in emissions from fossil fuel combustion, which was a result of multiple factors including substitution from coal to natural gas consumption in the electric power sector and warmer winter conditions that reduced demand for heating fuel in the residential and commercial sectors. GHG emissions in 2016 were 11.1 percent below 2005 levels (LSA, 2020a).

2. State of California Emissions

According to CARB emission inventory estimates, the State emitted approximately 424.1 million metric tons of CO_{2e} (MMT CO_{2e}) emissions in 2017. This is a decrease of 5 MMT CO_{2e} from 2016 and 7 MMT CO_{2e} below the State's 2020 GHG target (LSA, 2020a).

The CARB estimates that transportation was the source of approximately 41 percent of the State's GHG emissions in 2017, followed by electricity generation (both in-State and out-of-State) at 15 percent and industrial sources at 24 percent. The remaining sources of GHG emissions were residential and commercial activities at 12 percent, and agriculture at 8 percent (LSA, 2020a).

D. Potential Effects of Climate Change in California

The California Climate Change Center (CCCC) published a report titled "Scenarios of Climate Change in California: An Overview" (herein called the "Climate Scenarios report") in February 2006 that is generally instructive about effects of climate change in California. The Climate Scenarios report used a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.4°F); medium warming range (5.5-7.8°F); and higher warming range (8.0-10.4°F) (CCCC, 2006).

In addition, the California Natural Resources Agency adopted a "California Climate Adaptation Strategy" in 2009. This report details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes, and responds to the Governor's Executive Order (EO) S-13-2008 that called on State agencies to develop California's strategy to identify and prepare for expected climate impacts (CNRA, 2009).



According to these reports, substantial temperature increases arising from increased GHG emissions worldwide could result in a variety of effects to the people, economy, and environment of California, with the severity of the effects depending upon actual future emissions of GHGs and associated degree of warming.

Based on the estimated scenarios presented in the Climate Scenario and California Climate Adaption Strategy reports, the climate change impacts in California have the potential to include, but are not limited to, the following areas:

- **Human Health Effects.** Climate change can affect the health of Californians by increasing the frequency, duration, and intensity of conditions conducive to air pollution formation, oppressive heat, and wildfires. The primary concern is not the change in average climate, but rather the projected increase in extreme conditions that are responsible for the most serious health consequences. In addition, climate change has the potential to influence asthma symptoms and the incidence of infectious disease (*CCCC, 2006*).
- **Water Resource/Supple Effects.** Although most climate model simulations predict relatively moderate changes in precipitation over the 21st century, rising temperatures are expected to lead to diminishing snow accumulation in mountainous watersheds, including the Sierra Nevada. Warmer conditions during the last few decades across the western United States have already produced a shift toward more precipitation falling as rain instead of snow, and snowpack over the region have been melting earlier in the spring. Delays in snow accumulation and earlier snowmelt can have cascading effects on water supplies, natural ecosystems, and winter recreation (*CCCC, 2006*).
- **Agricultural Effects.** Agriculture, along with forestry, is the sector of the California economy that is most likely to be affected by a change in climate. California agriculture is a \$68 billion industry. California is the largest agricultural producer in the nation and accounts for 13% of all U.S. agricultural sales, including half of the nation's total fruits and vegetables. Regional analyses of climate trends over agricultural regions of California suggest that climate change is already affecting the agriculture industry. Over the period 1951 to 2000, the growing season has lengthened by about a day per decade, and warming temperatures resulted in an increase of 30 to 70 growing degree days per decade, with much of the increase occurring in the spring. Climate change affects agriculture directly through increasing temperatures and rising CO₂ concentrations, and indirectly through changes in water availability and pests (*CCCC, 2006*).
- **Forests and Natural Landscape Effects.** Climate changes and increased CO₂ concentrations are expected to alter the extent and character of forests and other ecosystems. The distribution of species is expected to shift; the risk of climate-related disturbance such as wildfires, disease, and drought is expected to rise; and forest productivity is projected to increase or decrease – depending on species and region. In California, these ecological changes could have measurable implications for both market (e.g., timber industry, fire suppression and damages costs, public health) and nonmarket (e.g., ecosystem services) values (*CCCC, 2006*).



- **Sea Level Effects.** Coastal observations and global model projections indicate that California's open coast and estuaries will experience rising sea levels during the next century. Sea level rise already has affected much of the coast in southern California, central California, and the San Francisco Bay and estuary. These historical trends, quantified from a small set of California tide gages, have approached 0.08 inches per year (in/yr), which are rates very similar to those estimated for global mean sea level. So far, there is little evidence that the rate of rise has accelerated, and indeed the rate of rise at California tide gages has actually flattened since about 1980. However, projections indicate that substantial sea level rise, even faster than the historical rates, could occur during the next century. Sea level rise projections range from 5.1–24.4 inches (in.) higher than the 2000 sea level for simulations under the lower emissions scenario, from 7.1–29.9 in. for the medium-high emission scenario, and from 8.5–35.2 in. for the higher emissions scenario (CCCC, 2006).

4.7.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to greenhouse gas emissions. Additionally, no comments related to greenhouse gas emissions were received during the public scoping period.

4.7.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. Federal Regulations

1. Clean Air Act

The EPA issued an Endangerment Finding under § 202(a) of the Clean Air Act (CAA), opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the CAA. To date, the EPA has not promulgated regulations on GHG emissions, but it has begun to develop them.

Previously the EPA had not regulated GHGs under the CAA because it asserted that the Act did not authorize it to issue mandatory regulations to address GCC and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In *Massachusetts v. Environmental Protection Agency et al.* (127 S. Ct. 1438 [2007]); however, the U.S. Supreme Court held that GHGs are pollutants under the CAA and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress.



B. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2019 Building Energy Efficiency Standards) became effective on July 1, 2020. Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards. Although the 2019 standards do not achieve zero net energy, it is the last of three updates to move California toward achieving that goal.

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

2. California Assembly Bill 32 – Global Warming Solutions Act of 2006

In September 2006, former Governor Schwarzenegger signed Assembly Bill 32 (AB 32), the California Climate Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020, which represents a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Pursuant to AB 32, the CARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste.

AB 32 specifically requires that CARB shall do the following:

- Prepare and approve a Scoping Plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources or categories of sources of GHGs by 2020, and update the Scoping Plan every five years.
- Maintain and continue reductions in emissions of GHG beyond 2020.



- Identify the statewide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020.
- Identify and adopt regulations for discrete early actions that could be enforceable on or before January 1, 2010.
- Adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit GHG emissions.
- Convene an Environmental Justice Advisory Committee to advise the Board in developing and updating the Scoping Plan and any other pertinent matter in implementing AB 32.
- Appoint an Economic and Technology Advancement Advisory Committee to provide recommendations for technologies, research, and GHG emission reduction measures.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs). Accordingly, 427 million metric tons of carbon dioxide equivalent (MMT_{CO₂e}) equivalent was established as the emissions limit for 2020. For comparison, CARB's estimate for baseline GHG emissions was 473 MMT_{CO₂e} for 2000 and 532 MMT_{CO₂e} for 2010. "Business as usual" conditions (without the reductions to be implemented by CARB regulations) for 2020 were projected to be 596 MMT_{CO₂e}.

AB 32 requires CARB to develop a Scoping Plan which lays out California's strategy for meeting the goals. The Scoping Plan must be updated every five years. In December 2008, the Board approved the initial Scoping Plan, which included a suite of measures to sharply cut GHG emissions. Table 4.7-2, *Scoping Plan GHG Reduction Measures Towards 2020 Target*, shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the Year 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 MMT_{CO₂e}, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 MMT_{CO₂e} (or approximately 1.2 percent of the GHG reduction target).



Table 4.7-2 Scoping Plan GHG Reduction Measures Towards 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO ₂ e	Percent of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ¹	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined ²	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB, 2009, MMTons CO₂e: million metric tons of CO₂e

¹Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

²According to the Measures Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 MMTons CO₂e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 Target.



Overall, CARB determined that achieving the 1990 emission level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent in the absence of new laws and regulations (referred to as "Business-As-Usual" [BAU]). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team (CAT) early actions and additional GHG reduction measures, identifies additional measures to be pursued as regulations, and outlines the role of the cap-and-trade program.

When the 2020 emissions level projection was updated to account for regulatory measures, the 2020 projection in the BAU condition was reduced further to 507 MTCO_{2e}. As a result, based on the updated economic and regulatory data, CARB determined that achieving the 1990 emissions level in 2020 would now only require a reduction of GHG emissions of 80 MTCO_{2e}, or approximately 16 percent (down from 28.5 percent), from the BAU condition.

In May 2014, CARB approved the First Update to the Climate Change Scoping Plan (Update), which builds upon the initial Scoping Plan with new strategies and recommendations. The Update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals, highlights the latest climate change science and provides direction on how to achieve long-term emission reduction goal described in Executive Order S-3-05. The Update recalculates 1990 GHG emissions using new global warming potentials identified in the IPCC Fourth Assessment Report released in 2007. Using those GWPs, the 427 MTCO_{2e} 1990 emissions level and 2020 GHG emissions limit identified in the 2008 Scoping Plan would be slightly higher, at 431 MTCO_{2e}. Based on the revised 2020 emissions level projection identified in the 2011 Final Supplement and the updated 1990 emissions levels identified in the discussion draft of the First Update, achieving the 1990 emissions level in 2020 would require a reduction of 78 MTCO_{2e} (down from 509 MTCO_{2e}), or approximately 15.3 percent (down from 28.5 percent), from the BAU condition.

In December 2017, CARB adopted the Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update reflects the 2030 target of a 40 percent GHG emissions reduction below 1990 levels set by SB 32. The Second Update builds upon the Cap- and-Trade Regulation; the Low Carbon Fuel Standard; much cleaner cars, trucks and freight movement; cleaner, renewable energy; and strategies to reduce methane emissions from agricultural and other wastes to reduce GHG emissions.

3. *Senate Bill 97*

The CEQA Guideline amendments do not identify a quantitative threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. The GHG analysis thresholds incorporated into



the CEQA Guidelines' Environmental Checklist (Guidelines Appendix G) are addressed in this EIR. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

4. *Senate Bill 375*

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets (see Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28.).

5. *Senate Bill 32*

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050.

C. Regional Policies

1. *Western Riverside Council of Governments Climate Action Plan*

The Western Riverside Council of Governments (WRCOG) completed a Subregional Climate Action Plan (CAP) in June 2014. Twelve cities in Western Riverside County, including Jurupa Valley, joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and suggested action steps that the City might take to implement a CAP



of its own, as presented in Threshold b , below. Consistency with the WRCOG CAP is not required, but following the recommended reduction measures will assist the City in doing its part in reducing GHG emissions until such time the City adopts a CAP.

D. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to greenhouse gas emissions within the City. The specific policies outlined in the City’s General Plan that are related to greenhouse gas emissions and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Subsection 4.10, *Land Use and Planning*.

4.7.4 METHODOLOGY

CEQA Guidelines § 15064.4(b)(1) states that a CEQA lead agency may use a model or methodology to quantify GHG emissions associated with a project. The SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) maintains the California Emissions Estimator Model (CalEEMod). The purpose of this model is to estimate air quality and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the latest version of CalEEMod (Version 2016.3.2) was used to calculate estimated Project-related air pollutant emissions. Modeling output data for both Project-related construction and operational activity are provided in Appendix A of the *Air Quality and Greenhouse Gas Analysis (Technical Appendix B1* to this EIR). Additional information regarding the methodology used in the construction and operational GHG emissions analyses is provided below.

A. Estimating Construction-Related GHG Emissions

In accordance with SCAQMD recommendations and for purposes of analysis, the Project’s construction-related GHG emissions were quantified, amortized over a 30-year period, and then added to the Project’s annual, operational GHG emissions. As such, the Project’s construction-related GHG emissions are accounted for in the quantification of the Project’s annual, operational GHG emissions.

B. Estimating Operational GHG Emissions

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed Project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, the GHG analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. Project-related area source and mobile source GHG emissions were calculated using CalEEMod, which relies on trip generation data, and specific land use information to calculate emissions. Additionally, CalEEMod was used to calculate the indirect Project-related sources of GHG emissions, including energy consumption, solid waste generation, and water demand. Modeling output data for Project-related



operational activity is provided in Appendix A of the Project-specific *Air Quality and Greenhouse Gas Analysis* (EIR Technical Appendix B1).

4.7.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to greenhouse gas emissions. Based on these significance thresholds, a project would have a significant impact on greenhouse gas emissions if it would:

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

Currently, there is no Statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. Threshold methodology and thresholds are still being developed and revised by air districts in the State. In order to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group. This Working Group proposed a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency. The applicable tier for the proposed Project is Tier 3, which states that if GHG emissions are less than 3,000 MT CO₂e per year, project-level and cumulative GHG emissions would be less than significant.

The analysis is based on methodologies and information available to the City and the Applicant at the time the analysis was prepared. Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is likely to improve in the future after energy-efficient technologies have been implemented. While information is presented below to assist the public and decision-makers in understanding the Project's potential contribution to GCC impacts, the information available to the cities is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts or between any particular proposed mitigation measure and any reduction in climate change impacts.



4.7.6 IMPACT ANALYSIS

Threshold a: *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.7-1 Prior to building permit issuance, the City shall verify that the following note is included on building plans. Project contractors shall be required to ensure compliance with the note and permit inspection by City of Jurupa Valley staff or its designee to ensure compliance. The note also shall be specified in bid documents issued to prospective construction contractors.

“All installed appliances shall comply with California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.”

PPP 4.7-2 Prior to the approval of landscaping plans, the City shall verify that the all landscaping will comply with City Ordinance No. 2015-17, “Water Efficient Landscape Requirements.” Project contractors shall be required to ensure compliance with approved landscaping plans.

PPP 4.7-3 Prior to issuance of a building permit, the Project Applicant shall submit energy usage calculations in the form of a Title 24 Compliance Report to the City of Jurupa Valley Planning Department showing that the Project will meet the current California Building Code Title 24 requirements. The City shall review and approve the Report. and ensure that building and site plan designs the meet current California Title 24 Energy Efficiency Standards.

PPP 4.7-4 Prior to the issuance of a building permit, building plans shall be reviewed by the City Building Department to ensure that measures to reduce water consumption and the associated energy-usage are designed to comply with the mandatory 20% reduction in indoor water usage contained in the current CALGreen Code and the 30% reduction in outdoor water usage contained in the City's water efficient landscape requirements. Additionally, the Project shall implement the following:

- Landscaping palette emphasizing drought tolerant plants;



- Use of water-efficient irrigation techniques;
- U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving fixtures, e.g. sink faucets, showerheads.

PPP 4.7-5 The Project shall participate in established City-wide programs for industrial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

PPP 4.7-6 The Project is required to comply with the CALGreen Code, as required by the City's Municipal Code Section 8.05.010.

2. *Project Design Features (PDFs)*

The proposed Project includes design features that are intended to reduce energy and water usage thereby off-setting GHG emissions. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce GHGs by requiring less water to be transported to the Project.

B. Impact Analysis

Construction and operation of the proposed Project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the Project's operation (as opposed to during its construction). Typically, more than 80 percent of the total energy consumption takes place during operation of buildings, and less than 20 percent of energy is consumed during construction (LSA, 2020a).

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO₂, CH₄, and N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Water-related electricity use is 48 terawatt hours per year and accounts for nearly 20 percent of California's total electricity consumption (LSA, 2020a).



- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 25 times more potent a GHG than CO₂; however, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

The construction emissions, calculated using CalEEMod (Version 2016.3.2) are shown in Table 4.7-3, *Short-Term Regional Construction Emissions* and the CalEEMod output are provided in Appendix A to the *Air Quality and Greenhouse Gas Analysis (Technical Appendix B1, herein)*.

Table 4.7-3 Short-Term Regional Construction Emissions

Construction Phase	Total Emissions per Phase (MT/yr)			Total Emissions per Phase (MT CO ₂ e/yr)
	CO ₂	CH ₄	N ₂ O	
2020				
Site Preparation	18	<1	0	18
Grading	668	<1	0	670
Building Construction	358	<1	0	359
2021				
Building Construction	1,332	<1	0	1,335
2022				
Building Construction	201	<1	0	201
Paving	21	<1	0	21
Architectural Coatings	10	<1	0	10
Total Emissions For Entire Construction Process				2,613 MT CO ₂ e
Total Construction Emissions Amortized over 30 years				87 MT CO₂e

CH₄ = methane
 CO₂ = carbon dioxide
 CO₂e = carbon dioxide equivalent
 Source: (LSA, 2020a)

MT = metric tons
 MT/yr = metric tons per year
 N₂O = nitrous oxide

GHG emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation were also calculated using CalEEMod. Based on SCAQMD guidance, construction emissions were amortized over 30 years (a typical project lifetime) and added to the total project operational emissions as shown in Table 4.7-4, *Long-Term Operational Greenhouse Gas Emissions (25 Mile Trip Length)*. The GHG emission estimates presented in Table 4.7-4 show the emissions associated with the level of development envisioned by the proposed Project at opening using a 25-mile average truck trip length.



Table 4.7-4 Long-Term Operational Greenhouse Gas Emissions (25 Mile Trip Length)

Source	Pollutant Emissions (MT/yr)					
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
Construction Emissions Amortized over 30 Years	0	87	87	<1	0	87
Operational Emissions						
Area	0	<1	<1	<1	0	<1
Energy	0	1,256	1,256	<1	<1	1,262
Mobile	0	3,320	3,320	<1	0	3,323
Waste	84	0	84	5	0	209
Water	25	321	346	3	<1	428
Total Project Emissions	109	4,984	5,093	8	0	5,309

Bio-CO₂ = biologically generated CO₂ MT/yr = metric tons per year
 CH₄ = methane N₂O = nitrous oxide
 CO₂ = carbon dioxide NBio-CO₂ = non-biologically generated CO₂
 CO_{2e} = carbon dioxide equivalent
 Source: (LSA, 2020a)

As shown in Table 4.7-4, the Project will result in GHG emissions of 5,309 MT CO_{2e}/yr, which is greater than the SCAQMD Tier 3 threshold of 3,000 MT CO_{2e}/yr and potentially significant.

Similar to the analysis of air quality impacts, located in Subsection 4.2, Air Quality, of this EIR, a more conservative second analysis is considered using an average haul truck round trip of 40 miles. Table 4.7-5, *Long-Term Operational Greenhouse Gas Emissions (40 mile Trip length)*, shows long-term GHG emissions associated with the proposed project using a 40 mile trip length.

Table 4.7-5 Long-Term Operational Greenhouse Gas Emissions (40 mile Trip length)

Source	Pollutant Emissions (MT/yr)					
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
Construction Emissions Amortized over 30 Years	0	87	87	<1	0	87
Operational Emissions						
Area	0	<1	<1	<1	0	<1
Energy	0	1,253	1,253	<1	<1	1,258
Mobile	0	5,003	5,003	<1	0	5,007
Waste	84	0	84	5	0	209
Water	25	321	346	3	<1	428
Total Project Emissions	109	6,664	6,773	8	0	6,989

Bio-CO₂ = biologically generated CO₂ MT/yr = metric tons per year
 CH₄ = methane N₂O = nitrous oxide
 CO₂ = carbon dioxide NBio-CO₂ = non-biologically generated CO₂
 CO_{2e} = carbon dioxide equivalent
 Source: (LSA, 2020a)

As shown in Table 4.7-5, when assuming an average 40-mile truck trip length, the Project would result in GHG emissions of 7,392 MT CO_{2e}/yr, which is also greater than the SCAQMD Tier 3 threshold of 3,000 MT CO_{2e}/yr and potentially significant.



Mobile-sources represent the vast majority of GHG emissions. The GHG emissions shown in Table 4.7-4 and Table 4.7-5 are principally (59 and 68 percent, respectively) from mobile source emissions. Area-source emissions would be associated with activities including landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed Project.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

- MM 4.7-1 Prior to the issuance of a building permit, the Project Applicant shall ensure that the Project's buildings are designed to meet or exceed the California Building Standards Code's (CBSC) Title 24 energy standard, including but not limited to, any combination of the following:
- a. Increase insulation such that heat transfer and thermal bridging is minimized;
 - b. Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and
 - c. Incorporate ENERGY STAR® or better related windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
- MM 4.7-2 Prior to the issuance of a building permit, the Project Applicant shall ensure that the Project's buildings will be installed with efficient lighting and lighting control systems.
- MM 4.7-3 Prior to the issuance of a building permit, the Project Applicant shall devise a comprehensive water conservation strategy appropriate for the Project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:
- a. Create water-efficient landscapes within the development;
 - b. Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
 - c. Use reclaimed water, if available, for landscape irrigation within the Project. Install the infrastructure to deliver and use reclaimed water, if available;



- d. Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets and waterless urinals; and
- e. Restrict watering methods (e.g. prohibit systems that apply water to non-vegetated surfaces) and control runoff.

E. Significance After Mitigation

Significant and unavoidable. The Project would incorporate measures established by existing regulation and demonstrate consistency with the WRCOG CAP (see Threshold b, below); however, the mobile source emissions are controlled by the State and federal governments. Thus, there are no feasible mitigation measures available to reduce the total project GHG emissions to less than 3,000 MT CO₂e/yr and regardless of the average truck trip length assumed these emissions would result in a significant and unavoidable impact.

Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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

1. Plans, Policies, and Programs (PPPs)

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

PPPs 4.7-1 through 4.7-6 (listed under Threshold a) apply to the Project and would reduce impacts relating to greenhouse gas emissions. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby off-setting GHG emissions. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce GHGs by requiring less water to be transported to the Project.

B. Impact Analysis

1. Western Riverside Council of Governments Climate Action Plan

In 2014, the City of Jurupa Valley was one of 12 cities that collaborated with the Western Riverside Council of Governments (WRCOG) on a Subregional Climate Action Plan (Subregional CAP) that includes 36 measures to guide GHG reduction efforts through 2020. However, the City of Jurupa Valley has not adopted the Subregional CAP because it did not go through formal CEQA review by WRCOG, which intended it to be a framework for cities to implement AB 52 and for cities to develop



their own CAPs. The 2017 General Plan contains the following policy relative to a CAP: AQ 9.1.1. Climate Action Plan. Within 2 years of General Plan adoption, prepare and adapt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but not limited to, requiring the installation of electric conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging station for individual homes and businesses.

The WRCOG Subregional CAP establishes policies and priorities to enable member jurisdictions, including Jurupa Valley, to implement strategies that successfully address state legislation AB 32 and SB 375. The CAP addresses the overall GHG emissions in Western Riverside County by preparing GHG inventories, identifying emissions reduction targets, and developing and evaluating GHG emissions to 80 percent below 1990 levels by 2050 in accordance with Executive Order S-3-05, AB 52, and SB 375. Until the City formally adopts a CAP, local development is not required to be consistent on a project-by-project evaluation of GHG emissions identified in the WRCOG Subregional CAP, therefore, the project has been evaluated relative to the goals of AB 32, SB 32, the City's adopted General Plan policies that pertain to GHG emissions, and SCAG's 2016-2040 RTP/SCS.

2. California Air Resources Board 2035 Scoping Plan

The CARB's Scoping Plan (CARB 2017) outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal, and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020.

AB 197, the companion bill to SB 32, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce greenhouse gas emissions. Additional direction in AB 197 meant to provide easier public access to air emissions data that are collected by CARB was posted in December 2016. The measures applicable to the proposed Project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficiency measures are intended to maximize energy efficient building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of



green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed Project would be constructed to CalGreen Building Code standards. Therefore, the proposed Project would not conflict with AB 197 energy efficiency measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions. The proposed Project would comply with the CalGreen Building Code standards and would include low-flow plumbing fixtures, drought-tolerant landscaping, and other features that would reduce water demand. Therefore, the proposed Project would not conflict with any of the AB 197 water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed Project. The Project site is in proximity to an existing bus route which would encourage the use of alternate means of transportation. Therefore, the proposed Project would not conflict with the identified AB 197 transportation and motor vehicle measures.

CARB 2035 Scoping Plan, Table 4.7-6, *CARB 2035 Scoping Plan*, identifies the 2035 Scoping Plan's measures applicable to the Project and provides a consistency analysis regarding the Project's compliance with the measure. Compliance with the measures applicable to the Project would ensure the Project is consistent with the CARB 2035 Scoping Plan.



Table 4.7-6 CARB 2035 Scoping Plan

Measure	CARB Scoping Plan Consistency Analysis
Dedicate on-site parking for shared vehicles.	Consistent. The proposed Project would include dedicated on-site parking for shared vehicles.
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	Consistent. The proposed Project would incorporate cool roof materials and shade trees in surface parking lot areas (see Figure 3-11, Conceptual Landscape).
Require solar-ready roofs.	Consistent. The proposed Project would install hook-ups for PV solar panel on roofs, as required in Title 24 Part 6 and the CalGreen Building Code standards.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	Consistent. The proposed Project would be constructed to Title 24 Part 6 and CalGreen Building Code standards.
Expand urban forestry and green infrastructure in new land development.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	Consistent. The proposed Project would provide outdoor electric outlets to discourage gas powered landscape equipment.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the Project site. Additionally, weather based smart irrigation controllers would be used.

Source: (LSA, 2020a)

Based on the foregoing analysis, the proposed Project would not conflict with applicable Statewide action measures; therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation required.

E. Significance After Mitigation

Less than significant.



4.7.7 CUMULATIVE IMPACT ANALYSIS

AB 32 states, in part, that “[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project has no potential to result in a direct impact to GCC; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, impacts under Threshold a are not Project-specific impacts, but the Project’s contribution to cumulative GHG impact. As discussed, incorporation of mitigation would contribute in minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO₂e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.



4.8 HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based on information obtained from the *Phase I Environmental Site Assessment* that was prepared for the Project by Black Rock Geosciences and is available as *Technical Appendix G1* to this EIR (Black Rock Geosciences, 2017); *Limited Soil Investigation within the Vacant Property located Immediately North of Agua Mansa Road and Hall Avenue, Riverside County, California* and is available as *Technical Appendix G2* (Black Rock Geosciences, 2018). This Subsection also is based on information contained in the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

For the purposes of this EIR, the term “toxic substance” is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

For purposes of this EIR, the term “hazardous material” is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, § 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency (USEPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, §§ 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

4.8.1 ENVIRONMENTAL SETTING

A. Historical Review, Regulatory Review, and Field Reconnaissance

Environmental Data Resources, Inc. (“EDR”) conducted a search of available environmental records for the Project site and properties up to one (1) mile away from the Project site. The search met the specific requirements of ASTM Standard Practice for Environmental Site Assessments E1527-13, including those associated with government databases, search distances, and data currency. EDR's report, dated October 18, 2017, is included as Appendix C to the *Phase I Environmental Site Assessment, Technical Appendix G1* to this EIR. A detailed description of the results of the regulatory records review is summarized below.

The Project site is not listed within any of the databases searched; however, there are eight properties within one mile of the Project site listed in the databases. One of these properties is located within one-quarter mile and up-gradient (north-northwest) of the Project site. Hazardous materials released



at this property would, due to their location, have the greatest potential to impact the soil and/or groundwater underlying the site. Impacted groundwater beneath these offsite properties could migrate into or toward the Project site. The listed up-gradient property, Oakmont El Rivino, LLC, is located approximately 1,180 feet northwest (potentially upgradient) of the Project site. It is listed in the San Bernardino County Permit database as a result of being a small quantity generator of potentially hazardous materials (type not specified). Hazardous material releases have not been reported at this property (Black Rock Geosciences, 2017).

The remaining listed properties are located cross or down gradient of the Project site. Hazardous materials released at these properties would be anticipated to migrate past or away from the Project site (Black Rock Geosciences, 2017).

The records search included two properties listed in the “Orphan Summary” of EDR’s report. Such properties could not be geocoded by EDR because location information supplied by the regulatory agencies was insufficient. Based on a review of the addresses provided for the orphan properties, neither is located within one mile of the Project site (Black Rock Geosciences, 2017).

B. Historical Records

As part of the Phase I Environmental Site Assessment, Black Rock Geosciences also conducted a review of historical topographic maps, historical aerial photographs, and city directories to evaluate whether historical uses at the Project site and/or surrounding properties pose any potential adverse environmental effects with respect to the Project site. Refer to EIR *Technical Appendix G1* for a detailed description of the historical research methodology, and results of this research.

The majority of the Project site was developed for agricultural use prior to the 1930s. Orchards were located in the Project site’s eastern and western portions between at least 1931 and 1948; these orchards were removed or left fallow between 1948 and 1953. The Project site’s central portion was in use as an agricultural field or in a fallow state between at least 1931 and 1953. Most of the Project site was in use as part of a larger agricultural field between at least 1967 and 1989. Agricultural activities ceased onsite between 1989 and 1993 (Black Rock Geosciences, 2017).

Two apparent dwellings were located in the Project site’s eastern portion between at least 1931 and 1967, and removed in the 1970s and 1980s. Two additional structures (suspected barns and/or dwellings) were also located on the Project site’s eastern portion between 1953 and 1989, and removed between 1989 and 1993 (Black Rock Geosciences, 2017).

Seven poultry barns were constructed within the Project site’s eastern portion between 1948 and 1953, and removed between 1953 and 1967. The Project site’s ground surface was altered between 1989 and 1993. Soils appear to have either been placed in the Project site’s north-central portion, or the western and southern portions were lowered and leveled at that time. This occurred during the grading of the commercial/light industrial properties located immediately south of the Project site (Black Rock Geosciences, 2017).



Black Rock Geosciences did not identify any environmental conditions of concern relative to the Project site based on a review of historical records (Black Rock Geosciences, 2017).

Because the Project site was used in the past for agricultural activities and pesticides were commonly used in the 1970s and 1980s, soil sampling was conducted on August 26, 2018 to test soils for persistent pesticides (i.e., DDT). Additionally, soils were tested for arsenic, petroleum hydrocarbons, and volatile organic compounds. The results of the soil sampling, including methodology, findings, and conclusions, were documented in a limited soil investigation report, included in *Technical Appendix G2* of this Draft EIR. Chlorinated pesticides were only detected in 2 of the 10 soil samples. In those 2 samples, chlorinated pesticide concentrations were well below the EPA regional screening levels for commercial settings (Black Rock Geosciences, 2018). Accordingly, the historical agricultural use of the Project site does not represent a recognized environmental condition (REC) or a human health risk.

Petroleum hydrocarbons were detected in each soil sample analyzed. Their reported concentrations ranged from 6.2 to 10 milligrams per kilogram (mg/kg). These concentrations are well below the RWQCB's screening levels for petroleum hydrocarbons, which range from 420 mg/kg (the Regional Screening Level) to 1,000 mg/kg (Black Rock Geosciences, 2018).

Arsenic was detected in each collected soil sample. Arsenic concentrations ranged from 1.5 to 10 mg/kg. Five of the soil samples had arsenic concentrations that were at or greater than the arsenic DTSC Regional Screening Level of 3 mg/kg for commercial properties. Note, however, that the average arsenic concentration in soils within Southern California is 12 mg/kg. Arsenic, therefore, is not considered elevated unless its concentration is greater than the background levels of 12 mg/kg (Black Rock Geosciences, 2018).

Volatile organic compounds were not detected in any of the soil samples. Based on the findings of this investigation, volatile organic compounds are not present within the onsite soils (Black Rock Geosciences, 2018).

C. Site Reconnaissance

Black Rock Geosciences conducted a reconnaissance of the Project site on October 18, 2017 (Black Rock Geosciences, 2017). Refer to Section 3.1 of the *Phase I Environmental Site Assessment*, contained in EIR *Technical Appendix G1*, for a detailed discussion of the methodology employed by Black Rock Geosciences during the reconnaissance of the Project site.

During site reconnaissance conducted by Black Rock Geosciences as part of the *Phase I Environmental Site Assessment* for the Project site, no hazardous material storage structures, pools of liquid or potentially hazardous substances, stained soils, unusual or noxious odors, underground or aboveground storage tanks, or waste disposal areas were observed on the Project site. An underground water tunnel was observed in the Project site's southeastern portion, along with a water well pipe or tunnel. Additionally, a storm drain was observed in the northwest portion and underground water utility was marked along the Project site's eastern portion. Finally, a relatively minor amount of debris was observed throughout the Project site; however, the nuisance debris was determined not to be potentially



hazardous (Black Rock Geosciences, 2017). Additionally, no off-site recognized environmental conditions (“RECs”), historical RECs (“HRECs”), or controlled RECs (“CRECs”) were identified that would negatively impact the Project site (Black Rock Geosciences, 2017).

It should be noted that the water tunnel and the associated structures within the Project site are considered an Other Environmental Condition (“OEC”). OECs are features or issues that, while being judged to have a relatively low to no probability of impacting the site, should be considered in project planning and risk management (Black Rock Geosciences, 2017).

D. Airport Hazards

The Project site is not located within an AIA. The nearest airports to the Project site include the San Bernardino International Airport (located approximately 8 miles northeast of the Project site), Flabob Airport (located approximately 3.2 miles southwest of the Project site), the Riverside Municipal Airport (located approximately 6.4 miles to the southwest of the Project site), Rialto Municipal Airport (located 6.8 miles north of the Project site), and March Air Reserve Base (located approximately 10.7 miles southeast of the Project site) (Google Earth Pro, 2020). According to the Riverside County GIS database, the Project site is not located within the Airport Influence Areas (AIAs) for the Flabob Airport, Riverside Municipal Airport, or March Air Reserve Base (Riverside County, 2019). Additionally, the Project site is not located in the AIAs for Rialto Municipal Airport (San Bernardino County ALUC, 1991) or San Bernardino International Airport (City of San Bernardino, 2005).

E. Wildland Fire Hazards

The Project site is not located near wildlands that would present a fire hazard. Additionally, the Project site is not located within a fire hazard severity zone (City of Jurupa Valley, 2017a).

4.8.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to hazards and/or hazardous materials.

One NOP comment letter received from Department of Toxic Substances Control (DTSC), dated January 22, 2020 (EIR *Technical Appendix A*), addressed the topic of hazards and/or hazardous materials. The DTSC NOP comment letter states that the EIR should address historical uses at the Project site and should consider if past use has resulted in release of hazardous wastes/substances; the EIR should identify known or potentially contaminated sites adjacent to the Project site; the EIR should discuss all environmental investigations and recommendations associated with implementation of the Project; and, the EIR should identify mechanisms for investigation and remediation if the site is found to be contaminated.



Subsection 4.8.1 describes historical uses and potential for contamination on the Project site. As discussed under Subsection 4.8.6, there are no known recognized environmental conditions, and impacts related to hazards and hazardous materials are less than significant.

4.8.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws, and related regulations addressing hazardous materials and safety.

A. Federal Regulations

1. *Resource Conservation and Recovery Act (RCRA)*

The Resource Conservation and Recovery Act (RCRA) gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

2. *Hazardous Materials Transportation Act (HMTA)*

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property."

Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts State and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement.



3. *Hazardous Materials Transformation Uniform Safety Act of 1990*

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting State, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property.

The statute includes provisions to encourage uniformity among different State and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

4. *Occupational Safety and Health Act (OSHA)*

The federal Occupational Safety and Health Act (OSHA) of 1970 (29 USC § 651 et seq.) authorizes each State (including California) to establish their own safety and health programs with the US Department of Labor, Occupational Safety and Health Administration (OSHA) approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

5. *Toxic Substances Control Act*

The Toxic Substances Control Act of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

Various sections of the TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture.
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found.



- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.
- Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons.

B. State Regulations

1. Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety



and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses.

2. California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a “cradle-to-grave” waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA).

3. California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as “Title 22.”

C. Regional Policies

1. Certified Unified Program Agency (CUPA)

Federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA with responsibility for the City of Jurupa Valley is Riverside County Department of Environmental Health (RCDEH). The RCDEH oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program (RCDEH, 2020). Riverside County Ordinance No. 615 “Hazardous Waste Generation, Storage, Handling and Disposal” was promulgated for the purpose of monitoring



establishments where hazardous waste is generated, stored, handled, disposed, treated or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated.

D. City General Plan Policies

The specific policies outlined in the City's General Plan Community Safety, Services, and Facilities Element that are related to hazards and hazardous materials and that apply to the proposed Project, including Policy CSSF 1.23 related to fire prevention features, are listed in General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this EIR.

4.8.4 METHODOLOGY

The Project site and surrounding areas were assessed to determine the potential presence of hazardous materials. A Phase I ESA was prepared by Black Rock Geosciences in accordance with ASTM E1527-13 which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Project site and adjoining properties to evaluate the presence of hazardous substances at the Project site. In order to prepare this EIR subsection, additional relevant information was also obtained from the City of Jurupa Valley General Plan, and the Riverside County GIS database.

4.8.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to hazards and hazardous materials. Based on these significance thresholds, a project would have a significant impact on hazards and hazardous materials if it would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;*
- *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*
- *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;*



- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.8.6 IMPACT ANALYSIS

Threshold a: *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.8-1 As required by Health and Safety Code 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of 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 4.8-2 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measure relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine transport, use, or disposal of hazardous materials.



B. Impact Analysis

1. On-Site Conditions

As stated, and based on a review of regulatory databases and a site reconnaissance; the Project site does not contain any hazards, nor is the Project site affected by any off-site hazards. No unusual or noxious odors, pools of liquid or potentially hazardous substances, hazardous materials storage structures, stained soil, aboveground storage tanks, pits, or ponds were observed. A water tunnel and associated infrastructure was observed in the southeastern portion of the Project site; however, the water tunnel was determined to have relatively little to no probability of impacting the Project site (Black Rock Geosciences, 2017). Furthermore, the historical agricultural use of the Project site does not represent a REC or a human health risk. No RECs or HRECs were identified that would negatively impact the environment. As a result, implementation of the Project would result in less than significant impacts related to on-site soil contamination.

2. Temporary Construction-Related Activities

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction.

These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to onsite construction workers or the general public. Construction activities would also be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Project construction workers would also be trained in safe handling and hazardous materials use per HAZWOPER regulations. Additionally, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations 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. 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). The proposed Project would also be constructed in accordance with the regulations of RCDEH, which serves as the designated CUPA.

Construction activities required to develop the Project site would involve the disturbance of onsite soils. As stated, there were no identified impacted soils found onsite; no RECs or HRECs were identified that would negatively impact the environment. Therefore, the risk of exposure of hazardous materials to workers and the public through the routine, transport, use, or disposal of contaminated soils would be less than significant.



3. *Long-Term Operation*

The Project proposes to develop approximately 23.44 gross acres with two industrial buildings totaling 335,002 s.f. and related site improvements. Building A would consist of a 140,198 s.f. and Building B would consist of 194,804 s.f, and related site improvements would include landscaping, parking, and infrastructure facilities. A detailed description of the proposed Project is provided in EIR Section 3.0, *Project Description*.

Based on the facilities and uses proposed at the Project site, hazardous materials (i.e., gasoline, diesel, biodiesel fuels, and oil) would be used during the course of daily operations at the Project site. The precise materials that would be used onsite are not known, as the tenants of the proposed warehouses are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building site. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (as defined by Riverside County Ordinance or § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazards Materials Business Emergency Plan (HMBEP) to the RCDEH in order to register the business as a hazardous materials handler. Such business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances (as described in Subsection 4.8.3 above). With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant



D. Mitigation Measures

Mitigation is not required

E. Significance After Mitigation

Less than significant

Threshold b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-1, PPP 4.8-2, and PPP 4.8-3 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to release of hazardous materials into the environment. These requirements are included in the Project's MMRP to ensure compliance:

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. Impact Analysis

As indicated under the discussion and analysis for Threshold a, the Project's Phase I Environmental Site Assessment did not identify any potential hazardous materials at the Project site, or any RECs or HRECs. Accordingly, there would be no impact with respect to a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment associated with the existing conditions at the Project site.

As discussed under Threshold a, the Project's near-term construction activities would not have a significant impact associated with hazardous materials handling or disposal. Construction activities would also be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable



consequence of the proposed Project than would occur on any other similar construction site. Thus, 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, and a less than significant impact would occur. Additionally, project construction workers would also be trained in safe handling and hazardous materials use per HAZWOPER regulations. Additionally, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations 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. 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). The proposed Project would also be constructed in accordance with the regulations of RCDEH, which serves as the designated CUPA.

The long-term operation of the proposed Project would not result in any significant adverse effects associated with hazardous materials handling or disposal. The operation of the proposed Project would not include any components associated with the transport, use, or disposal of hazardous materials beyond those typical of a similar land use, which would be conducted in accordance with all applicable local, State, and federal regulations. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (as defined by Riverside County Ordinance or § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit an HMBEP to the RCDEH in order to register the business as a hazardous materials handler. General cleaning activities on-site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products. Accordingly, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant. No mitigation is required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold c: *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-1, PPP 4.8-2, and PPP 4.8-3 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to hazardous materials. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. Impact Analysis

The nearest existing school to the Project site is Walter Zimmerman Elementary School, located approximately 1.9-miles northwest of the Project site (Google Earth Pro, 2020). Additionally, there are no schools planned within 0.25-mile of the Project site. Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Thus, no impact would occur and mitigation is not required.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.



Threshold d: *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-1, PPP 4.8-2, and PPP 4.8-3 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to hazardous materials. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials sites because the Project site is not a hazardous materials site.

B. Impact Analysis

The Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, n.d.). As previously mentioned in Subsection 4.8.1A, impacted groundwater beneath offsite properties could migrate into or toward the Project site. As stated, the listed up-gradient property, Oakmont El Rivino, LLC, is located approximately 1,180 feet northwest (potentially upgradient) of the Project site. It is listed in the San Bernardino County Permit database as a result of being a small quantity generator of potentially hazardous materials (type not specified). Hazardous material releases have not been reported at this property. The remaining listed properties are located cross or down gradient of the Project site. Hazardous materials released at these properties would be anticipated to migrate past or away from the Project site. The records search included two properties listed in the "Orphan Summary" of EDR's report. Based on a review of the addresses provided for the orphan properties, neither is located within one mile of the Project site. However, based on a review of properties within the site vicinity and data made available during the assessment conducted by Black Rock Geosciences, there is a relatively low potential that contaminants from offsite properties have migrated to the site and have impacted the underlying soil and/or groundwater. Accordingly, no significant impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

No mitigation is required.



E. Significance After Mitigation

No impact.

Threshold e: *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?*

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

1. Plans, Policies, and Programs (PPPs)

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

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

There are no PPPs applicable to the Project pertaining to Threshold e.

2. Project Design Features (PDFs)

There are no PDFs applicable to airport-related safety hazards.

B. Impact Analysis

As discussed above in Subsection 4.8.1, the Project site is not within two miles of an airport and the Project site is not identified as within a AIA for airports in Riverside or San Bernardino County (City of San Bernardino, 2005; Riverside County, 2019; San Bernardino County ALUC, 1991). As such, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No impact.



Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-2 and PPP 4.8-3 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to emergency response or evacuation plans. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to an adopted emergency response plan or emergency evacuation plan.

B. Impact Analysis

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. As part of the City's discretionary review process, the City reviewed the proposed Project's access driveways and circulation to ensure appropriate emergency ingress and egress would be available to Project site, and determined that the proposed Project would not substantially impede emergency response routes in the local area. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Thus, no impact would occur and mitigation is not required.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No impact.



Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-3 (listed under Threshold a) apply to the Project and would reduce impacts relating to wildland fire risk. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of wildland fires.

B. Impact Analysis

According to the City's General Plan the Project site is not located in an area that is susceptible to wildfire hazards (City of Jurupa Valley, 2017a) and is not identified as within a "High" fire hazard Zone in Figure 8-10, Wildfire Severity Zones in Jurupa Valley, of the City's General Plan (City of Jurupa Valley, 2017a). The Project site and surrounding areas contain relatively little topographic relief and a paucity of flammable vegetation, due largely to the presence of development and/or routine weed abatement to preclude fire hazards. Furthermore, the nearest wildland region where land is substantially undeveloped with flammable vegetation is located approximately 2.5 miles to the west (Jurupa Mountains) and is separated by intervening development (City of Jurupa Valley, 2017a). The Project would not introduce hazards such as non-irrigated landscaping etc. Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No impact.



4.8.7 CUMULATIVE IMPACT ANALYSIS

The Project's Phase I Environmental Site Assessment (EIR *Technical Appendix G1*) determined that the Project site is not potentially adversely impacted by hazardous materials, and did not identify any RECs or HRECs at the Project site under existing conditions. The Project's temporary construction activities would entail the storage, handling and use of hazardous substances; however, there would be no greater risk associated with the transport, use, disposal, or accidental release of these substances than would occur on any other similar construction site, and impacts would be less than significant. Similarly, any other developments in the area proposing the construction of uses for the potential for use, storage, or transport of hazardous materials also would be required to comply with the same federal, State, and local regulations as the Project, which would preclude potential adverse impacts related to hazardous materials. As concluded under Threshold a, operation of the proposed Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, or disposal of hazardous substances, which would ensure that operation of the Project would have a less than significant impact related to the release of hazardous materials into the environment. Because the Project and nearby cumulative development would not result in adverse impacts related to handling, transport, storage, and treatment of hazardous materials due to mandatory compliance with federal, State, and local regulations that require that minimum, adequate safety standards are met, there is no potential for a cumulative impact to occur related to hazardous materials, including under routine and accident conditions.

No existing or planned schools are located within 0.25-mile of the Project site, and therefore, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school, and no impact would occur. Therefore, the Project has no potential to combine with other development projects to result in substantial hazardous materials-related impacts within 0.25-mile of the Project site.

As indicated under Threshold d, the Project site is not listed on any hazardous materials sites lists compiled pursuant to Government Code Section 65962.5; no impact would occur. Because the Project site is not classified as a hazardous materials site, there is no potential for the Project to contribute to, or exacerbate, adverse environmental effects resulting from other hazardous materials sites in the Project vicinity.

The Project site is not located within an AIA. Accordingly, the Project would not result in an impact associated with air travel safety hazards or aircraft operations. Therefore, the Project has no potential to combine with other development projects to result in air travel safety hazards or aircraft operations impacts.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route; therefore, it has no potential to impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and would result in no impact. Thus, the Project would have no effect on emergency access and there is no potential for the proposed Project to



contribute to any cumulative impacts associated with emergency facilities or emergency evacuation routes.

The Project site is not located in an area that is susceptible to wildfire hazards, and therefore would result in no impact related to significant risk of loss, injury, or death involving wildland fires. As such, the Project would not contribute to any cumulative impact related to wildland fires.



4.9 HYDROLOGY AND WATER QUALITY

The following analysis is based on information obtained from the technical report entitled, *Preliminary Project Specific Water Quality Management Plan*, prepared in November 2019 by Plotnik & Associates (Plotnik & Associates, 2020a) (*Technical Appendix H2* to this EIR); the *Conceptual Drainage Study* prepared in February 2020 by Plotnik & Associates (Plotnik & Associates, 2020b) (*Technical Appendix H1* to this EIR); the *Revised Geotechnical Investigation*, prepared in February 2020 for the Project site by NorCal Engineering (NorCal Engineering, 2020) (*Technical Appendix F1* to this EIR); the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* (SARWQCB, 2019); and, the *Integrated Regional Water Management Plan (IRWMP)* for the Santa Ana River watershed prepared by the Santa Ana Watershed Project Authority (SAWPA) (SAWPA, 2018). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.9.1 ENVIRONMENTAL SETTING

A. Regional Hydrology

The Project site is located in the Santa Ana River watershed, approximately 0.6-mile northwest of the Santa Ana River in Jurupa Valley. The Santa Ana River watershed drains a 2,840 square-mile area and is the principal surface flow water body within the region. The Santa Ana River headwaters originate in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. (SAWPA, 2018, p. 1)

B. Site Hydrology

All Project runoff is conveyed to the off-site storm drain system within Hall Avenue or Agua Mansa Road. Runoff from the northeast portion of the Project site sheet flows east into an existing storm drain beneath Agua Mansa Road. Runoff from the northwest portion of the Project site sheet flows southeast into an existing storm drain beneath Hall Avenue, which continues further southeast and connects to the existing storm drain beneath Agua Mansa Road. All runoff from the Project site flows south in the storm drain beneath Agua Mansa Road and then east into a storm drain beneath Brown Avenue before ultimately discharging into the Santa Ana River. In addition, off-site runoff from the north would surface flow onto the Project site and drain to the existing storm drain beneath Hall Avenue. The total peak runoff discharged from the Project site under existing conditions during a 100-year storm is 29.5 cubic feet per second (cfs) (Plotnik & Associates, 2020b).



C. Flooding

According to Federal Emergency Management Agency (FEMA), the majority of the Project site is located on Flood Insurance Rate Map (FIRM) No. 06065C0045G (dated August 28, 2008) within FEMA Flood Zone X (unshaded). Additionally, a small portion of the eastern boundary of the Project site is located on FIRM No. 06071C8688H (dated August 28, 2008) within FEMA Flood Zone D. Flood Zone X (unshaded) is correlated with “areas of minimal flood hazard” and Flood Zone D is correlated with areas where “flood hazards are undetermined, but possible (FEMA, 2008).”

D. Water Quality

The Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act, CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. The Project site’s receiving waters include the Santa Ana River Reaches 2, 3, and 4. Downstream of the Project site, the Santa Ana River watershed is included on the CWA’s Section 303(d) list of impaired waters because of excessive concentrations of four (4) pollutants (“Pollutants of Concern”), including pathogens, copper, lead, and indicator bacteria. (Plotnik, 2020a, Table A.1)

E. Groundwater

According to Rubidoux Community Services District’s (RCSD) Urban Water Management Plan (UWMP), the Project site is located within the Riverside-Arlington Groundwater Sub-basin of the Upper Santa Ana Valley Groundwater Basin (RCSD, 2016, Figures 1 and 2). The Riverside-Arlington Sub-basin encompasses a surface area of 58,600 acres (92 square miles) within portions of Riverside and San Bernardino Counties. The Upper Santa Ana Valley Groundwater Basin is adjudicated, as set forth in Judgment No. 78426. The Basin Judgment required the annual determination of extractions from the Riverside-Arlington Sub-basin and further required that Western Municipal Water District replenish the Sub-basin if the annual extractions exceed the quantities allowed by the judgment (RCSD, 2016, pp. 5-1 and 5-2).

According to the geotechnical report prepared for the Project site by NorCal Engineering, no groundwater was encountered during subsurface borings on the site (which extended up to 51.5 feet below ground surface (bgs). Based on review of groundwater maps of the Upper Santa Ana Valley Groundwater Basin, the depth of groundwater in the vicinity of the Project site is expected to be 50 feet or greater. Further, the exposed sidewalls of the test pits did not reveal any evidence that groundwater had been near the surface (NorCal Engineering, 2013a, p. 5).

F. Seiches and Tsunami Hazards

Seiches are standing waves oscillating in a body of water that are caused when strong winds and rapid changes in atmospheric pressure push water from one end of a water body to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. In a similar fashion, earthquakes, tsunamis, or severe storm



fronts may also cause seiches along ocean shelves and ocean harbors. Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the sea. In the depths of the ocean, tsunami waves do not dramatically increase in height, but as the waves travel inland, they build up to higher and higher heights as the depth of the ocean decreases (NOAA, 2018).

In and near the City of Jurupa Valley, there are no open reservoirs, lakes, or other large bodies of water; therefore, substantial impacts from seiches could not occur. The nearest bodies of water are Lake Matthews, which is located approximately 12.7 miles southwest of the Project site, and Lake Perris, which is located approximately 15.6 miles to the southeast of the Project site (Google Earth Pro, 2020); both of which are too far in distance to have a substantial effect on the Project site. The Project site is located more than 41 miles northeast of the Pacific Ocean; therefore, the potential for a tsunami to affect the Project site is also non-existent due to distance (Google Earth Pro, 2020).

4.9.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to hydrology and water quality. Additionally, no comments related to hydrology and water quality were received during the public scoping period.

A. Riverside County Flood Control and Water Conservation District

Riverside County Flood Control and Water Conservation District (RCFCWCD) submitted comments on the Geotechnical Report and the Project during their review of the Master Application (18008). In total, RCFCWCD submitted three comment letters, dated May 31, 2018, July 12, 2019, and January 29, 2019. Each comment letter is discussed below:

1. RCFCWCD Comment Letter Dated May 31, 2018

This comment addressed Project activities that may result in impacts to RCFCWCD facilities. The RCFCWCD comment letter suggests that the Project may require a National Pollution Discharge Elimination System (NPDES) permit, an encroachment permit for construction activities within a RCFCWCD right-of-way, a Section 1602 Agreement from the California Department of Fish and Wildlife (CDFW), and a Clean Water Act Section 404 permit from U.S. Army Corps of Engineers (Corps), and a Regional Water Quality Control Board (RWQCB) Clean Water Act Section 401 Water Quality Certification. Additionally, the comment states that if the project is within a Federal Emergency Management Agency (FEMA) mapped floodplain, then the Project Applicant shall provide a Conditional Letter of Map Revision (CLOMR) prior to final approval of the Project and a Letter of Map Revision (LOMR) prior to occupancy.

As discussed in Subsection 4.3, *Biological Resources*, the Project would have no potential to result in a substantial adverse effect on any riparian habitat or any Corps, RWQCB or CDFW jurisdictional features. As discussed below, the Project site is not located within a 100-year flood hazard area and would have no potential to impede or redirect flood flows within a 100-year floodplain. The Project's



WQMP (EIR *Technical Appendix H2*) in accordance with the requirements of the City of Jurupa Valley and NPDES permit Order No. R8-2010-0033.

2. *RCFCWCD Comment Letter Dated July 12, 2019*

This comment letter states that the comments from the May 31, 2018 are still valid.

3. *RCFCWCD Comment Letter Dated January 29, 2019*

This comment letter reiterates the comments of the previous letters dated May 31, 2018 and July 12, 2019; however, RCFCWCD states in this letter that the Project would require an encroachment permit for Project activities associated with the Brown Avenue/Wilson Street storm drains. Additionally, the letter states that the project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

4. *RCFCWD Comment Letter Dated June 1, 2020*

This comment states that a cooperative agreement will be required, that access conditions need to be coordinated with the District (to provide the District with storm drain access at all times), and that documents for a quitclaim of the existing storm drain easement and new storm drain easement be provided to the RCFCWD.

4.9.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations associated with hydrology and water quality.

A. *Federal Regulations*

1. *Clean Water Act*

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.



B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 *et seq.*), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The Storm Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get updated as necessary and practical. These plans identify the existing and potential beneficial uses of



waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. The Project site and vicinity are located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* is the governing water quality plan for the region.

2. *California Water Code*

The California Water Code is the principal State law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW.

Surface water quality is the responsibility of the Regional Water Quality Control Board (RWQCB); water supply and wastewater treatment agencies; and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water.

3. *California Toxics Rule (CTR)*

The California Toxics Rule (CTR) fills gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters.



C. Regional Policies

1. Santa Ana River Basin Plan

The Water Quality Control Plan for the Santa Ana Basin (Basin Plan) establishes water quality objectives for surface waters and groundwater that are designated for beneficial uses. These water quality objectives are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. Primarily through permitting, the RWQCB regulates discharges to surface and groundwater within the region, such that water quality standards are effectively met.

4.9.4 METHODOLOGY

Information from the Project's Drainage Study (EIR *Technical Appendix H1*) and the Project's WQMP (EIR *Technical Appendix H2*), the City of Jurupa Valley General Plan, and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Project's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed by Plotnik & Associates as part of the Project-specific Drainage Study (EIR *Technical Appendix H1*) per the requirements of the Riverside County Hydrology Manual (April 1978). Plotnik & Associates also prepared the Project's WQMP (EIR *Technical Appendix H2*) in accordance with the requirements of the City of Jurupa Valley and NPDES permit Order No. R8-2010-0033.

4.9.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to hydrology and water quality. Based on these significance thresholds, a project would have a significant impact on hydrology and water quality if it would:

- a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*
- b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;*
- 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 off-site;*



- iii. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff;*
- iv. *Impede or redirect flood flows;*
- d. *Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or*
- e. *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.*

4.9.6 IMPACT ANALYSIS

Threshold a: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.9-1 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 best management practices (BMPs) that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer.

PPP 4.9-2 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 4.9-3 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section C, new development or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City Engineer shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer. The BMPs may include, but are not limited to, the following and may, among other things, require new developments or redevelopments to do any of the following:

- (1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:
 - (a) Incorporating landscaping, green roofs and open space into the project design;
 - (b) Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and
 - (c) Incorporating detention ponds and infiltration pits into the project design.
- (2) Direct runoff to permeable areas by orienting it away from impermeable areas to swales, berms, green strip filters, gravel beds, rain gardens, pervious pavement or other approved green infrastructure and French drains by:
 - (a) Installing rain-gutters oriented towards permeable areas;
 - (b) Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property; and
 - (c) Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas.
- (3) Maximize storm water storage for reuse by using retention structures, subsurface areas, cisterns, or other structures to store storm water runoff for reuse or slow release.
- (4) Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer.



PPP 4.9-4 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section E, any person, or entity that owns or operates a commercial and/or industrial facility(s) shall comply with the provisions of this chapter. All such facilities shall be subject to a regular program of inspection as required by this chapter, any National Pollutant Discharge Elimination System (NPDES) permit issued by the State Water Resource Control Board, Santa Ana Regional Water Quality Control Board, Porter-Cologne Water Quality Control Act (Wat. Code Section 13000 et seq.), Title 33 U.S.C. Section 1251 et seq. (Clean Water Act), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

2. *Project Design Features (PDFs)*

There are no PDFs applicable to the topic of water quality beyond the on-site stormwater drainage system and water treatment design features described in Subsection 3.5.2, *Landscaping/Exterior Features*, of this EIR.

B. Impact Analysis

1. *Construction-Related Water Quality Impacts*

Development of the proposed Project would involve site preparation, grading, building construction, paving, and architectural coating, which have the potential to generate water quality pollutants such as silt, debris, organic waste, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and City of Jurupa Valley Municipal Code Section 8.70.290, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, and disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Additionally, pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project Applicant also would be required to implement an erosion control plan to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion



control plan would ensure that implementation of the Project would not result in a violation of any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

2. *Post-Development Water Quality Impacts*

Stormwater pollutants that may be produced during Project operation include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, trash & debris, and oil & grease (Plotnik, 2020a, Table E.1).

To meet the requirements of the City's NPDES permit and in accordance with the City of Jurupa Valley Municipal Code Chapter 6.05, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

The Project's Preliminary WQMP, prepared by Plotnik & Associates, is included as *Technical Appendix H2* to this EIR. As identified in the WQMP, the Project is designed to include on-site structural source control BMPs consisting of an underground chamber system and an infiltration basin. In addition, operational source control BMPs would be implemented, including but not limited to: the installation of water-efficient landscape irrigation systems, street sweeping, and implementation of a trash and waste storage areas. The identified measures would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the Project site (Plotnik, 2020a, Table G.1). Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

In addition to mandatory implementation of a WQMP, the NPDES program also requires industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program. Under the effective NPDES Industrial General Permit, the Project Applicant (or the Project's occupant(s)) would be required to comply with the SWPPP for operational activities. Because the permit is dependent upon the operational activities of the building, and the Project's future building occupants and their operations are not known at this time, details of the SWPPP (including BMPs) cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is assured that mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term Project operation. Impacts would be less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.



D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

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

1. Plans, Policies, and Programs (PPPs)

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

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

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the topic of groundwater and groundwater recharge beyond the on-site stormwater drainage system and water treatment design features described in Subsection 3.5.2, *Landscaping/Exterior Features*, of this EIR.

B. Impact Analysis

1. Groundwater Supply

The Project would be served with potable water from RCSD, which pulls all of their service water from groundwater pumped from the Riverside-Arlington Sub-basin. The UWMP calculates that the district's water demand (both potable and non-potable water) for the current year (2020) is anticipated to be approximately 10,397 acre-feet. Implementation of the proposed Project would require water at a rate of 0.97 acre-feet per year per acre (County of Riverside, 2015). As the Project site is a total of approximately 23.44 acres, the Project would require approximately 22.7 acre-feet of water per year. Accordingly, the water demand required for Project implementation would be approximately 0.2% of total deliveries, which is a nominal demand for water resources. Furthermore, RCSD forecasted water demand projections are based on population projections from SCAG, which rely on adopted general plan land use designations. As described in Section 5, *Other CEQA Considerations*, of this EIR, the Project was determined to not result in substantial population or employment growth. Although the Project proposes a General Plan Amendment to allow logistics use within the Project site, the proposed Project is consistent with the underlying General Plan land use designation of Heavy Industrial, which would remain. Because the Project would be consistent with the City of Jurupa Valley General Plan land use designation for the site, and the Project would not result in substantial direct or indirect



population growth, the water demand associated with the Project was considered in the demand anticipated by the UWMP. It should also be noted the Project Applicant does not propose the use of any wells or other groundwater extraction activities. Accordingly, implementation of the proposed Project would not substantially or directly decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

2. *Groundwater Recharge*

Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the Project site (i.e., Riverside County portion of the Riverside-Arlington Sub-basin). Percolation is just one of several sources of groundwater recharge for the Riverside-Arlington Sub-basin. The Project would include the installation of an infiltration basin, an underground chambers system, and permeable landscape areas on the Project site to continue allowing the direct percolation of Project runoff into the Riverside-Arlington Sub-basin. Based on the small size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation, implementation of the Project is determined to result in incremental changes to local percolation and would not result in substantial adverse effects to local groundwater recharge.

Finally, the Riverside-Arlington Sub-basin is an adjudicated basin; adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Sub-basin.

For the reasons stated above, the Project would not substantially decrease or deplete groundwater supplies, and would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold c: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of



impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impeded or redirect flood flows?

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

1. Plans, Policies, and Programs (PPPs)

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

The following apply to the Project and would reduce impacts relating to alterations to the existing drainage pattern. These requirements are included in the Project's MMRP to ensure compliance:

There are no PPPs applicable to the Project pertaining to Threshold c.

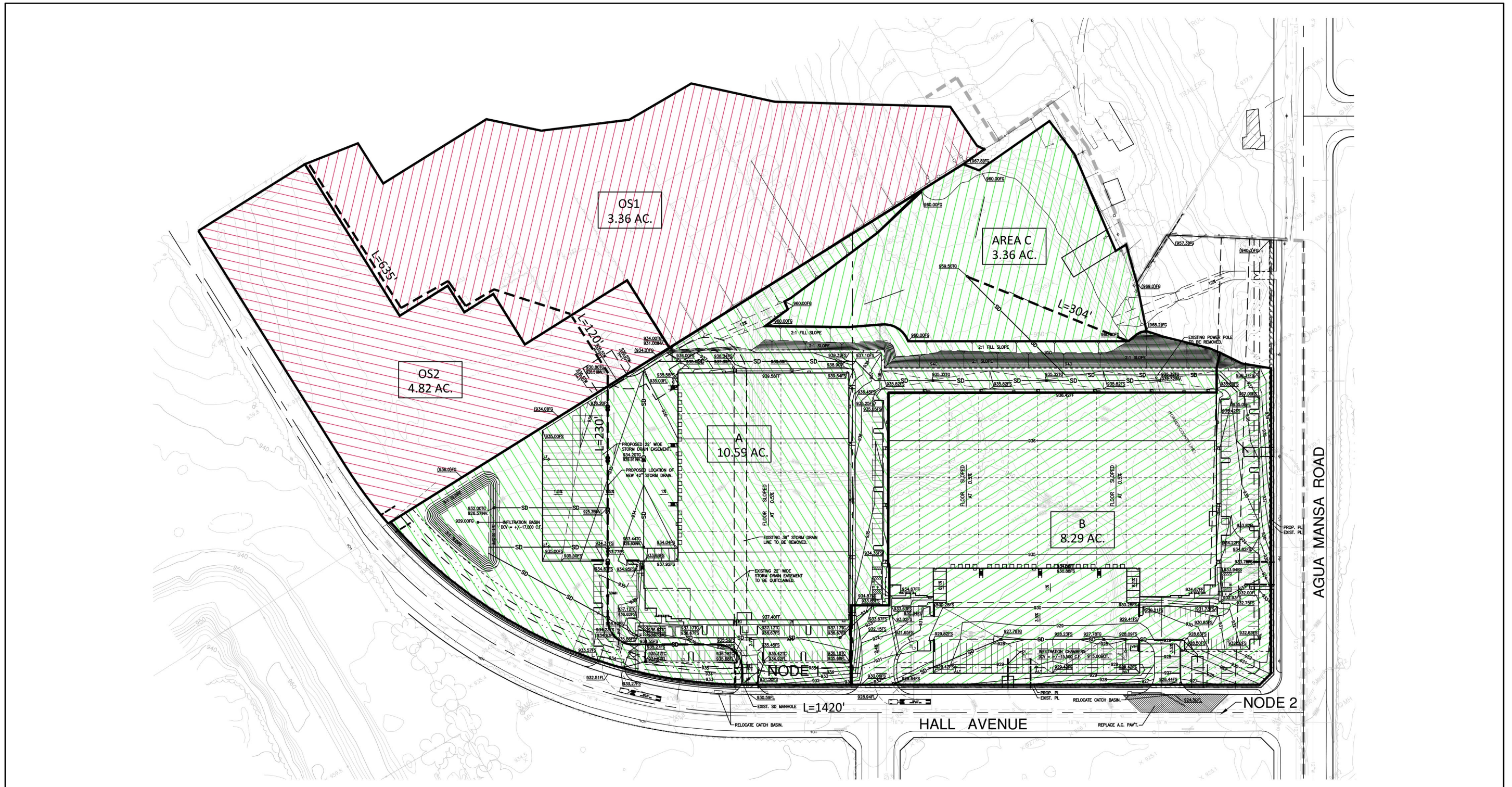
2. Project Design Features (PDFs)

There are no Project Design Features applicable to the topic of drainage patterns beyond the on-site stormwater drainage system and water treatment design features described in Subsection 3.5.2, *Landscaping/Exterior Features*, of this EIR.

B. Impact Analysis

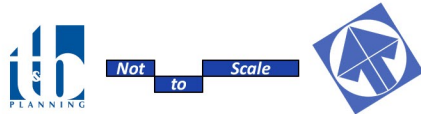
1. Erosion and Siltation

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, both of which would result in minor changes to the existing drainage patterns of the Project site. Figure 4.9-1, *Proposed Post-Development Hydrology Map*, illustrates the post-development drainage conditions on the Project site.



Source(s): Plotnick & Associates (02-03-2020)

Figure 4.9-1



PROPOSED POST-DEVELOPMENT HYDROLOGY MAP



The Project would include the installation of an integrated, on-site system of underground storm drain pipes, catch basins, an underground infiltration basin, and an underground chamber system. The integrated storm water system is designed to capture on-site stormwater runoff flows, convey the runoff across the site, and treat the runoff to minimize the amount of water-borne pollutants transported from the Project site (as described in detail in EIR Section 3.0, *Project Description*). The proposed storm water system is designed to allow for percolation of runoff associated with the 85th percentile rain event. Runoff in excess of this amount would be conveyed to existing storm drains in Hall Avenue and Agua Mansa Road.

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 and runoff from the Project site would be similar to existing conditions.

Furthermore, as summarized in the Project's Preliminary WQMP (*Technical Appendix H2*), the treatment controls proposed (i.e. infiltration basins and chambers, and catch basin filters) for the Project site are effective at removing sediment from stormwater runoff during long-term operation (Plotnik, 2020a, Table G.1). Compliance with the WQMP, and long-term maintenance of on-site stormwater conveyance and retention infrastructure by the property owner or operator to ensure their long-term effectiveness, would be required by the City (pursuant to Municipal Code Chapter 6.05). Therefore, stormwater runoff flows leaving the Project site would not carry substantial amounts of sediment. Impacts would be less than significant and no mitigation is required.

2. Stormwater Runoff

As described above, proposed grading, earthwork activities, and the addition of impervious surfaces on the Project site would alter the site's existing interior drainage characteristics; however, implementation of the Project would not result in alterations of the off-site drainage pattern. Under post-development conditions, on-site runoff would be divided into three drainage management areas (DMAs): DMA A, DMA B, and DMA C. In addition, off-site runoff from two drainage areas located immediately north of the Project site would surface flow onto the Project site. Runoff from the northwest portion of the site (DMA A) as well as off-site runoff from the two drainage areas, would be directed via a proposed 42-inch storm drain located beneath the northern Project boundary to a proposed infiltration basin at the northwest corner of the Project site. Stormwater runoff from 85th percentile rainfall events would percolate into the ground via the on-site infiltration basin; however, runoff in excess of this amount would overflow into a storm drain riser and flow back into the proposed 42-inch storm drain pipe, which connects to the existing storm drain beneath Hall Avenue. Runoff from the southwest portion of the Project site (DMA B) would be directed to a proposed underground infiltration chamber system beneath the proposed trailer parking stalls associated with Building B. Stormwater runoff from the 85th percentile events would percolate into the ground via the underground infiltration chamber; however, runoff in excess of this amount would overflow into two existing 24-



inch storm drain laterals which connects to the existing storm drain beneath Hall Avenue. Runoff from DMA A, DMA B, and off-site runoff would continue to flow southeast beneath Hall Avenue into an existing storm drain beneath Agua Mansa Road. Runoff from the northeast portion of the site (DMA C) would be collected into a proposed storm drain pipe, which would flow to the existing storm drain beneath Agua Mansa Road. All Project runoff would continue to flow south in the storm drain beneath Agua Mansa Road, then east into an existing storm drain beneath Brown Avenue before ultimately discharging into the Santa Ana River.

Total peak flows leaving the Project site, all of which would be discharged to the existing storm drain beneath Agua Mansa Road, would be 35.0 cfs, which is 5.5 cfs more than the peak flow under existing conditions of 29.5 cfs. The existing storm drain system is designed to accommodate 58.0 cfs, which is 23.0 cfs more than the volume of peak stormwater flow under post-development conditions; therefore, implementation of the Project would not substantially increase the rate or amount of surface water runoff from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant and no mitigation is required.

3. *Stormwater Discharge System Capacity & Polluted Runoff*

As described above, implementation of the Project would increase runoff from the Project site from 29.5 cfs to 35.0 cfs, and all runoff would be conveyed to the existing off-site storm drain system located within Agua Mansa Road and Hall Avenue. Although runoff from the Project site would increase 5.5 cfs from existing conditions, the design flow of the existing storm drain system has adequate capacity to accommodate the increased 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, NPDES Industrial General Permit, a site-specific SWPPP, an erosion control plan, and the Preliminary WQMP (*Technical Appendix H2*) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant and no mitigation is required.

4. *Flood Flows*

As previously mentioned above in Subsection 4.9.1, the entire western portion of the Project site is located within an identified Zone X (shaded). Zone X is defined as an area of moderate flood hazard, usually between the limits of the 100-year and 500-year floods. The remaining portion of the Project site, a small sliver along the eastern boundary, is identified as within Zone D. Zone D is defined as an area with possible but undetermined flood hazards (FEMA, n.d.). Additionally, the Project site is not identified within a flood hazard area per the Riverside County GIS database (RCIT, 2020). Accordingly, the Project site is not located within a 100-year flood hazard area and would have no potential to impede or redirect flood flows within a 100-year floodplain. No impact would occur.



C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with release of pollutants due to inundation of the Project site.

There are no PPPs applicable to the topic of seiche or tsunami.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of seiches, tsunamis, or flood hazard, because the Project site is not subjected to these hazards.

B. Impact Analysis

The Pacific Ocean is located more than 41 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami. The nearest large bodies of surface water are approximately 12.7 miles southwest of the Project (Lake Mathews) and approximately 15.6 miles southeast of the Project (Lake Perris), respectively, which are both too far away from the subject property to result in inundation in the event of a seiche (Google Earth Pro, 2020). The Project also is located outside of the 100-year floodplain (FEMA, 2008). Accordingly, implementation of the Project would not risk release of pollutants due to inundation. No impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.



E. Significance After Mitigation

No impact.

Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with a water quality control plan or sustainable groundwater management plan.

PPP 4.9-1 through PPP 4.9-4 identified under Threshold a, apply to the Project and would reduce impacts relating to water quality control.

2. Project Design Features (PDFs)

The Project proposes to construct and operate a storm drain system that would include catch basins, stormwater drains, an infiltration basin, and an underground chamber system.

B. Impact Analysis

As discussed in Threshold a above, the Project site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* by preparing and adhering to a SWPPP and WQMP and by installing and maintaining the on-site stormwater infrastructure that is designed to minimize impacts associated with water quality and polluted runoff from the Project site. Implementation of the Project would not conflict with or obstruct the *Santa Ana River Basin Water Quality Control Plan* and impacts would be less than significant and no mitigation is required.

The Project site is located within the portion of the Riverside-Arlington Sub-basin that is adjudicated under the 1969 Western-San Bernardino Judgment. Adjudicated basins, like the Riverside-Arlington Sub-basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Sub-basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required.

C. Significance Before Mitigation

Less than significant.



D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.9.7 CUMULATIVE IMPACTS

The cumulative impact analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley Groundwater Basin. The analysis of potential cumulative impacts to hydrology and water quality is divided into six general topics of discussion by combining the Thresholds of Significance (listed above in Subsection 4.9.5) into groupings of like topics, as follows: water quality (Thresholds a and e); groundwater supply and recharge (Threshold b); erosion and siltation (Threshold c); flood hazards (Thresholds c); stormwater drainage system capacity (Threshold c); and other hazards (Threshold d).

A. Water Quality

Project construction and the construction of other projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and sedimentation, to the Santa Ana River Watershed. As discussed above in Thresholds a and e, pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb one (1) or more acre of land area are required to obtain a NPDES permit and obtain coverage for construction activities. In order to obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, would ensure that development projects within the Santa Ana River watershed, including the proposed Project, would not contribute substantially to water quality impairments during construction; therefore, the Project would not contribute to a cumulatively considerable impact.

Operational activities on the Project site would be required to comply with the Project's Preliminary WQMP to minimize the amount of waterborne pollution discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.



B. Groundwater Supply and Recharge

As discussed above in Threshold b, although the proposed Project would increase impervious surface coverage on the site, the Project incorporates permeable landscape areas and other design features that would allow some surface runoff to infiltrate into the groundwater basin. Also, as previously noted, the City is underlain by groundwater resources associated with the Upper Santa Ana Valley, Riverside-Arlington Sub-basin; however, impacts to groundwater recharge would be incremental and insignificant based on the small size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation. Furthermore, no groundwater wells would be installed on the Project site as part of the Project's implementation. For these reasons, the proposed Project would not result in cumulatively-considerable impacts associated with the depletion of groundwater supplies or substantial interference with sustainable groundwater recharge.

C. Erosion and Siltation

Construction of development projects within the Santa Ana River Watershed would alter existing ground contours throughout the basin, which would result in changes to the basin's existing drainage patterns. As discussed above in Threshold (c), development projects, including the proposed Project, would be required to comply with federal, State, and local regulations to minimize stormwater pollution during construction (including erosion and siltation). Accordingly, grading plans would be required to be designed to preclude undue soil erosion and development projects would be required to prepare and implement SWPPPs and WQMPs to ensure that substantial soil erosion and/or sedimentation would not occur during temporary construction conditions or long-term operating conditions. Because the Project, and all other developments throughout the Santa Ana River Watershed, would need to comply with applicable federal, State, and local regulations, substantial cumulative erosion and/or siltation would not occur.

D. Flood Hazards

Construction of the Project and other development projects within the Santa Ana River Watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. As discussed above in Threshold c, compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and also would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold (c), the Project is designed to ensure that peak flood volumes and flows are less than that of the designed capacity of the existing storm drain system. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.



Additionally, the Project site is not located within a special flood hazard area subject to inundation by the 1-percent annual flood (i.e., 100-year floodplain). Accordingly, development on the Project site would have no potential to impede or redirect flood flows within a 100-year floodplain and no cumulatively-considerable impact would occur.

E. Stormwater Drainage System Capacity

As discussed above in Threshold c, the designed capacity of the existing storm drain system contains adequate capacity to accommodate all Project runoff; therefore, impacts to the existing stormwater drainage system capacity would be less than cumulatively-considerable.

F. Other Hazards

As discussed above in Threshold d, the Project site is not located within an inundation area associated with seiches, tsunamis, or flooding. The Project has no potential – on either a direct or cumulative level – to result in adverse water quality effects due to inundation.



4.10 LAND USE AND PLANNING

The following analysis is based on information obtained from Google Earth (Google Earth Pro, 2020); the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); the City of Jurupa Valley Municipal Code (City of Jurupa Valley, 2020); the Agua Mansa Industrial Corridor Specific Plan (Hansberger & Associates and Williams-Kuebelbeck & Associates, 1986); the Southern California Association of Governments *2008 Regional Comprehensive Plan (RCP)* (SCAG, 2008); the Southern California Association of Governments (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (SCAG, 2016); and SCAG's *2020-2045 RTP/SCS (Connect SoCal)* (SCAG, 2020). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.10.1 ENVIRONMENTAL SETTING

As detailed in Table 3-1 and shown on Figure 3-4, *Existing Land Uses*, in Section 3.0 of this EIR, the entire Project site is vacant and undeveloped under existing conditions. As shown in Figure 4.1-5, properties located to the north of the Project site consists of a mix of industrial and low-density residential development and vehicle storage; many of residential properties are non-conforming and operate industrial activities, including vehicle and truck storage. Properties located to the south of the Project site (south of Hall Avenue and Agua Mansa Road) consists predominantly of industrial development; and property located to the west of the Project site (west of Hall Avenue) is the former Riverside cement company plant, which ceased operations in 2015.

As detailed in Table 3-1 and shown on Figure 3-5, *Existing General Plan Land Use Designations*, in Section 3.0 of this EIR, the Project site has a General Plan land use designation of Heavy Industrial. Land to the north of the Project is designated as Heavy Industrial and Low Density Residential; land to the east of the Project site is designated as Heavy Industrial (within Jurupa Valley) and Medium Industrial (within the County of San Bernardino); land to the south is designated Heavy Industrial; and, land to the west of the Project site is designated as Business Park with Specific Plan Overlay (City of Jurupa Valley, 2017a; County of San Bernardino, n.d.).

As detailed in Table 3-1 and shown on Figure 3-6, *Existing Zoning Classifications*, in Section 3.0 of this EIR, the Project site has a zoning classification of Manufacturing-Service Commercial. Land to the north is zoned Manufacturing-Service Commercial and Residential-Agriculture; land to the east is zoned Manufacturing-Service Commercial (within the City of Jurupa Valley) and Medium Industrial (within the County of San Bernardino); land to the south is zoned Manufacturing-Service Commercial; and, land to the west (across Hall Avenue) is zoned M-SC and M-H (City of Jurupa Valley, 2019; County of San Bernardino, n.d.).

4.10.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to land use and planning. One NOP comment letter from Mitchell M. Tsai,



Attorney at Law, on behalf of the Southwest Regional Council of Carpenters, dated February 11, 2020 (EIR *Technical Appendix A*), addressed the topic of land use and planning. The comment letter states that Southwest Carpenters labor union has a strong interest in well-ordered land use planning and suggests that union members would be affected by the Project. Specifically, the comment states that the Project could have a potentially significant impact on the surrounding land uses including physically dividing an established community and building a logistics center where it is not allowed and could have some impacts of population growth. Impacts related to land use are addressed below; impacts related to population growth are provided in Section 5, Other CEQA Considerations.

4.10.3 REGULATORY FRAMEWORK

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

A. State Regulations

1. California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is set forth in the California Planning and Zoning Law, §§ 65000 - 66499.58. Under State of California planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

2. Subdivision Map Act

The Subdivision Map Act (“Map Act”) vests in the cities and counties the power to regulate and control the design and improvement of subdivisions within its boundaries. Each city must adopt an ordinance regulating and controlling subdivisions for which the Map Act requires a tentative and final or parcel map. The authority for a city or county to regulate land use, including subdivisions, flows from the general police power. However, the Map Act sets forth certain mandates that must be followed for subdivision processing. A city can impose conditions on the subdivision process when the Map Act is silent, but it cannot regulate contrary to specific provisions contained in the Map Act. The Map Act's primary goals are:

- *To encourage orderly community development by providing for the regulation and control of the design and improvement of the subdivision, with a proper consideration of its relation to adjoining areas;*



- *To ensure that the areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community; and*
- *To protect the public and individual transferees from fraud and exploitation.*

The Map Act is applied in conjunction with other state land use laws such as the general plan, specific plans, zoning, CEQA, and the Permit Streamlining Act. The Map Act provides for regulation of land divisions by a city or county and is interpreted and enforced by the city or county.

B. Regional Policies

1. SCAG Regional Transportation and Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated MPO, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans. As identified in Section 15206 of the CEQA Guidelines, regionally significant projects include projects for which a general plan amendment and EIR are being prepared. Therefore, this Project is considered regionally significant and subject to review by SCAG.

SCAG adopted the *2016 RTP/SCS* and certified the associated Program EIR in April 2016 to address the region's future needs for "mobility, economy, and sustainability." The *2016 RTP/SCS* combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources. This would be made through the operation of low or no emission transportation systems by 2040. The *RTP/SCS* also focuses on the economy, with expectations of shortening the gap between the regional transportation system and economic vitality. To address the mobility challenge of the region's continuing roadway congestion, the *RTP/SCS* proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways, arterials, and goods movement; aviation and airport ground access; and operations and maintenance projects. These are expected to indirectly create investment opportunities in the region. The *2016 RTP/SCS* includes population, household, and employment projections for individual cities and counties, and identifies the regional housing needs allocations for the region. Further, the *2016 RTP/SCS* provides objectives for meeting emissions reduction targets set forth by the California Air Resources Board (CARB); these objectives were provided in direct response to Senate Bill 375 (SB 375) which was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning.



The *2016 RTP/SCS* also includes an appendix titled “Goods Movement” that is applicable to the Project because the Project entails the development of a logistics center in the SCAG region that could support a variety of light industrial, warehousing, and logistics users. In April 2018, SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region’s freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason the region is a critical mode in the global supply chain.

The *RTP/SCS* is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. SCAG’s Regional Council adopted the *2020-2045 RTP/SCS* (referred to as “Connect SoCal”) and its associated Program EIR on May 7, 2020 for federal transportation conformity purposes only. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Because Connect SoCal is not entirely adopted, the *2016 RTP/SCS* goals and 2016 Program EIR are still valid until the full adoption of Connect SoCal and recertification of the associated Program EIR, which is anticipated to be in September 2020. Because the goals of the *2016 RTP/SCS* are still valid at the time this EIR is being prepared, SCAG recommends completing a Project consistency analysis for goals outlined in the *2016 RTP/SCS* and *Connect SoCal*.

C. City General Plan Policies

City of Jurupa Valley General Plan was adopted by the City Council on September 7, 2017. The City’s General Plan land use designation for the Project site is Heavy Industrial (HI). General Plan policies specific to each environmental issue area are presented in this EIR’s Land Use and Planning analysis. The specific policies outlined in the City’s General Plan Land Use Element and other General Plan Elements that are related to environmental issues covered in Subsections 4.1 through 4.14 of this EIR and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in Subsection 4.10.4, *Methodology*, below.

D. Agua Mansa Industrial Corridor Specific Plan

The Agua Mansa Industrial Corridor Specific Plan was prepared and adopted in 1986, prior to the incorporation of the City of Jurupa Valley. At the time of preparation, The Agua Mansa Industrial Corridor Specific Plan was intended to be a master plan for the economic development of the 4,285-acre specific plan area which at the time comprised segments of unincorporated San Bernardino and Riverside Counties and the cities of Colton and Rialto. Since the incorporation of the City of Jurupa



Valley, the Agua Mansa Industrial Corridor Specific Plan area now includes the northeast corner of the City.

At the time of approval, the Agua Mansa Industrial Corridor Specific Plan Land Use Plan and Development Standards (Sections 4.2.1, 4.2.2, and 4.2.3) became the prevailing land use regulations, thereby being preeminent over the existing General Plan and Zoning Standards presently in effect in the respective jurisdictions. The Agua Mansa Industrial Corridor Specific Plan identified the Project site as Heavy Industrial, which is defined as:

‘Heavy Industrial will be utilized for manufacturing, resource extraction, compounding of material, packaging, treatment, processing, or assembly of goods. Heavy industrial uses generally are more land extensive than lighter industrial uses and usually employ processes which produce more measurable externalities. Activities in the heavy industrial areas are likely to have frequent rail and/or truck traffic and the transportation of heavy, large scale products. Activities related to heavy industrial uses may generate noise, odor, vibration, illumination, or release of particulates and may generally be incompatible with less intense land uses. Characteristics of the types of uses permitted within this designation may include massive appurtenant structures outside of enclosed buildings such as conveyor systems, cranes, cooling towers and outside storage of large quantities of raw, refined or finished products.’

E. City of Jurupa Valley Zoning Ordinance

The Project site is designated as Manufacturing-Service Commercial (M-SC) in the City of Jurupa Valley Zoning Code. As detailed in Chapter 9.148, M-SC Zone (Manufacturing-Service Commercial), of the City’s Zoning Code, this chapter of the City’s code is intended to:

- 1) *promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the county's economic base;*
- 2) *provide the necessary improvements to support industrial growth;*
- 3) *insure the new industry is compatible with uses on adjacent lands; and,*
- 4) *protect industrial areas from encroachment by incompatible uses that may jeopardize industry.”*

4.10.4 METHODOLOGY

The Project site and surrounding areas were reviewed to determine the City’s existing land use designations and zoning classifications. The City’s General Plan, City Municipal Code, and SCAG 2016-2040 RTP/SCS, and Connect SoCal documents were referenced to determine potential impacts of the proposed Project regarding the topic of land use and planning.



4.10.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to land use and planning. Based on these significance thresholds, a project would have a significant impact on land use and planning if it would:

- a. *Physically divide an established community; or*
- b. *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

4.10.6 IMPACT ANALYSIS

Threshold a: Would the Project physically divide an established community?

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

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

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

2. Project Design Features (PDFs)

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

B. Impact Analysis

The Project site is generally located approximately 2.5 miles south of I-10, approximately 2.4 miles west of I-215, and approximately 1.9 miles north of SR-60. Directly surrounding the Project site is Agua Mansa Road to the east and Hall Avenue to the south and west. Although the Project site is predominantly surrounded by industrial and commercial development, there are residential land uses located directly to the north. As previously shown on Figure 3-4, *Existing Land Uses*, the Project site is mostly undeveloped without any improvements; north of the Project site are industrial uses and residential uses with vehicle storage; east of the Project site is industrial land uses; south of the Project site is industrial uses; and, west of the Project site is vacant land that formerly contained the Riverside Cement Company Plant. As the Project site is surrounded by roadways and existing industrial development, implementation of the Project represents a logical expansion of industrial land uses into the Project site.



Additionally, although the site shares a property boundary with residential uses, the existing condition includes a dilapidated fence that provides separation between the residential uses and the Project site. It should be noted that the Project proposes the installment of a new 7-foot high block wall to replace the existing fence.

The Project site is currently physically separated from neighboring properties under existing conditions, and the Project does not propose any infrastructure or physical barriers to mobility in the area, implementation of the Project would result in less than significant impacts associated with the physical division of an established community to the Project development of the Project site with two industrial buildings would not physically divide an established community.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

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

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

There are no PPPs that address impacts related to land use and planning

2. Project Design Features (PDFs)

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

B. Impact Analysis

The land use plans, policies, and regulations applicable to the proposed Project include the City's General Plan, SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS (Connect SoCal). The Project's compatibility with each of these plans, policies, and regulations is discussed below.



1. Analysis of Consistency with the City of Jurupa Valley General Plan

The applicable policies that relate to environmental topics addressed in this EIR are included in the City’s General Plan, and specific General Plan Policies that related to the Project, along with a determination of consistency, are identified in Table 4.10-1, *General Plan Consistency Analysis*. During the City’s review of the Project’s application materials, the Jurupa Valley Planning Department reviewed the proposed development for consistency with all applicable policies of the General Plan and found that there would be no conflict with any applicable General Plan policies resulting from development of the Project site with the proposed Project.

Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
LAND USE ELEMENT	
Commercial, Industrial and Business Park	
<p>LUE 3.12 Industrial and Business Park Development. Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and town center plans.</p>	<p>Consistent: The Project would result in the development of the Project site with industrial uses similar in nature to the surrounding properties; however, the proposed logistics use within the Project site is currently not allowed under the existing General Plan. Additionally, it should be noted that the Project site is within the Agua Mansa Specific Plan. The Agua Mansa Specific Plan identifies the land use on-site as Heavy Industrial and allows for logistic/warehousing uses. Within the City of Jurupa Valley, logistics uses are allowed only within the Agua Mansa Warehouse and Distribution Center Overlay Area; therefore, the Project includes a General Plan Amendment in order to allow logistics/warehousing uses within the Project site. This action would bring the City General Plan into conformance with the Agua Mansa Specific Plan for the Project site only. Implementation of the General Plan Amendment would ensure the Project remains consistent with General Plan Policy LUE 3.12.</p>
<p>LUE 3.13 Commercial Trucks. Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.</p>	<p>Consistent: As detailed in Subsection 4.12 of this EIR, implementation of the Project would include circulation improvements and would require participation in the Transportation Uniform Mitigation Fee Program. Implementation of the improvements and participation in the fee program would minimize any potential impacts on adjacent properties. Additionally, it should be noted that the Project was determined to result in less than significant direct impacts associated with transportation.</p>
<p>LUE 3.14 Encroachment. Protect industrial and business park designated areas from encroachment by incompatible or noise-sensitive uses that could be impacted by industrial activity, such as housing and schools.</p>	<p>Consistent: The Project does not include the development of any sensitive land uses such as housing or schools.</p>
<p>LUE 3.15 Locations. Concentrate industrial and business park uses near major transportation facilities and utilities and</p>	<p>Consistent: The Project site is located in close proximity to I-215, SR-60, and I-10, which are major transportation facilities, and the Project would connect to existing utilities</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
along public transit corridors. Avoid siting such uses close to residentially zoned neighborhoods or where truck traffic will be routed through residential neighborhoods.	located along Hall Avenue and Agua Mansa Road. Although the Project site is near a residential community, the Project would direct truck traffic associated with the Project away from residential areas and would not utilize City roads that prohibit truck traffic.
LUE 3.17 Toxic Materials. Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.	Consistent: As discussed in Subsections 4.8 and 4.11 of this EIR, the Project would not result in significant and unavoidable impacts associated with hazardous materials or noise. As discussed in Subsection 4.2 of this EIR, the Project would result in a significant and unavoidable long-term operational impact associated with NOx emissions. Although the project would implement mitigation and minimization measures to reduce this impact, it would remain significant and unavoidable. Therefore, although the proposed Project would result in exceedance of air quality thresholds, all feasible mitigation measures have been incorporated.
LUE 3.18 Infrastructure. Require that new industrial and business park developers provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve new industrial and business park businesses in addition to meeting the needs of existing residents and businesses.	Consistent: The Project has been determined by the City to comply with City standards associated with parking, on-site circulation, water resources, sewer facilities, and other utilities, as required. Satisfaction of City requirements ensures Project compliance with General Plan Policy LUE 3.18.
LUE 3.19 Architectural Compatibility. Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements.	Consistent: The Project Site Plans were submitted to the City as part of the required review process for an industrial project. The City determined the Project is compatible with surrounding uses and that Project design provided high quality architecture, landscaping, and planned site improvements. Any potential impacts to visual character and or quality associated with the Project are fully disclosed in Subsection 4.1 of this EIR and were determined to be less than significant. Project compliance with General Plan Policy LUE 3.19.
General Plan Land Use Implementation	
LUE 7.1 Land Use Map. Accommodate land development and uses in accordance with the patterns and distribution of uses and density depicted on the 2017 General Plan Land Use Plan (<i>Figure 2-5</i> , page 2-10), specific plans, and community and village land use maps.	Consistent: See Project Consistency response to General Plan Policy LUE 3.12. As previously stated, the Project proposes logistic uses outside of the Agua Mansa Warehouse and Distribution Center Overlay Area; therefore, the Project would not be compliant with the allowable uses within the Project site; however, as previously noted, the Project site is also located within the Agua Mansa Specific Plan area which allows logistics/warehousing uses within the Project site. Implementation of the General Plan Amendment associated with the Project to allow logistic uses within the Project site would ensure that the Project is consistent with General Plan Policy LUE 7.1.
LUE 7.7 Industrial, Warehousing and Service-	Consistent: See Project Consistency response to General



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>Commercial Growth Areas. Limit industrial, warehousing and service commercial uses to the Mira Loma Warehouse and Distribution Center Overlay (Figure 2-7, page 2-23), and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.</p>	<p>Plan Policy LUE 3.12 and LUE 7.1. The Project site provides access to major transportation facilities, including I-215, SR-60, and I-10, and the Project would not utilize roadways in residential areas or any City roads that prohibit truck traffic. Although the Project proposes logistic/warehousing uses outside of the Agua Mansa Warehouse and Distribution Center Overlay, the Agua Mansa Specific Plan identifies logistics/warehousing uses within the Project site. Additionally, implementation of the General Plan Amendment would allow logistics/warehousing uses within the Project site. Therefore, the Project is determined to be consistent with General Plan Policy LUE 7.7.</p>
<p>LUE 7.8 Environmentally Sensitive Areas. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	<p>Consistent: As detailed throughout Section 4.0 of this EIR, the Project would not result in any significant and unavoidable impacts associated with environmentally sensitive areas subject to severe natural hazards.</p>
<p>Land Use Compatibility</p>	
<p>LUE 8.1 Land Use Compatibility. Require land to be developed and used in accordance with the General Plan, specific plans, and community and town center plans to ensure compatibility and minimize impacts.</p>	<p>Consistent: See Project Consistency response to General Plan Policy LUE 3.12, LUE 7.1, and LUE 7.7. The Agua Mansa Specific Plan allows warehouse uses within the Project site; however, the General Plan does not. Implementation of the proposed General Plan Amendment would allow for logistics/warehouse uses within the Project site. Therefore, the Project would be consistent with General Plan Policy LUE 8.1.</p>
<p>LUE 8.2 High Quality Development. Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.</p>	<p>Consistent: See Project Consistency response to General Plan Policy LUE 3.19. The City has reviewed Project plans and determined the Project to be compliant with City standards. The Project is determined to be consistent with General Plan Policy LUE 8.2.</p>
<p>Project Design</p>	
<p>LUE 11.2 Design Standards. Comply with the design standards of the appropriate General Plan and community plan land use category.</p>	<p>Consistent: See Project Consistency response to General Plan Policy LUE 3.19 and LUE 8.2. The City has reviewed the site plans for the Project and has determined that the Project is in compliance with the applicable design standards; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.2.</p>
<p>LUE 11.3 Construction. Require that public and private structures be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.</p>	<p>Consistent: See Project Consistency response to General Plan Policy LUE 3.19, LUE 8.2, and LUE 11.2. The City has reviewed the development plans for the Project and determined that the proposed design of the industrial buildings and overall Project site are compliant with the requirements of the City's zoning, building, and other pertinent codes and regulations; therefore, the Project is consistent with LUE 11.3.</p>
<p>LUE 11.4 Landscaping and Irrigation Plans. Require landscape and irrigation plans to be submitted and implemented for</p>	<p>Consistent: The Conceptual Landscape Plan, shown in Figure 3-11, was submitted to the City for review and approval. The City determined the landscape plan for the</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
development projects subject to discretionary review, as required by City Landscape Standards.	Project to be compliant with the City’s Landscape Standards; therefore, the Project is consistent with General Plan Policy LUE 11.4.
LUE 11.5 Water Conservation Techniques. Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.	Consistent: The Project includes an underground infiltration chamber and an infiltration basin to allow for the infiltration of surface water. Additionally, upon review of the Conceptual Landscape Plan, the City determined the landscape plan for the Project to be compliant with the City’s Landscape Standards; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.5.
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 proposed Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.6.
LUE 11.11 Landscape Maintenance. Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species.	Consistent: See Project Consistency response to General Plan Policy LUE 11.4. The Conceptual Landscape Plan was submitted to and approved by the City. The City determined the landscape plan for the Project to be compliant with City Landscape Standards. Therefore, the Project is determined to be consistent with General Plan Policy LUE 11.11.
LUE 11.14 Parking Lots. Design parking lots and structures to be functionally and visually integrated and connected, with parking adequately screened from public streets by a 3-foot-tall landscape planting, earth berm or wall, and located behind or on the side of the building(s) served. Wherever possible, consideration will be given to the option of permeable surfaces in parking lots.	Consistent: The parking lot has been designed to satisfy the City parking requirements, both in terms of number of spaces and design of spaces. The City has reviewed the development plans for the Project and approved both the proposed parking and landscaping in and around parking areas. As the City has approved the development plans, the Project is determined to be consistent with General Plan Policy LUE 11.14.
LUE 11.17 Screened Trash and Recycling Areas. Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are	Consistent: As shown in Figure 3-7, <i>Proposed Site Plan</i> , includes painted concrete trash and recycle bin enclosures that are 6 feet in height. The enclosures would provide safe, secure, and visually screened locations for discarded trash



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.</p>	<p>and recyclables. The City has reviewed and approved the development plans, which include the provision of screened enclosures for trash and recycling. Therefore, the Project is determined to be consistent with General Plan Policy LUE 11.17.</p>
<p>LUE 11.18 Crime Prevention. Require that development projects consider public safety and “defensible space” in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and “light spillage” across property lines.</p>	<p>Consistent: As described in Subsection 4.1 of this EIR, the Project would comply with the City of Jurupa Valley Zoning Ordinance Section 9.150.040(11). Compliance with Section 9.150.040(11) of the Zoning Ordinance would ensure lighting is designed to provide security and would reduce any light spillage onto adjacent properties; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.18.</p>
<p>Infrastructure, Public Facilities, and Services</p>	
<p>LUE 12.1 Service Capacity. Ensure that development does not exceed the City’s or the community service districts’ ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste, and public services such as police/fire/emergency medical services, recreational facilities, and transportation systems.</p>	<p>Consistent: The City has reviewed the Project as proposed to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impact in this regard and would be consistent with Policy LUE 12.1.</p>
<p>LUE 12.3 Urban Water Management Plans. Review all projects for consistency with the appropriate community services district’s urban water management plans.</p>	<p>Consistent: As discussed in Subsection 4.14, <i>Utilities and Service Systems</i>, the Project has been reviewed for consistency with the Rubidoux Community Services District’s 2015 Urban Water Management Plan. Therefore, the Project is consistent with General Plan Policy LUE 12.3.</p>
<p>Fiscal Impacts</p>	
<p>LUE 13.1 Fair Share Infrastructure Funding. Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.</p>	<p>Consistent: The proposed Project is consistent with Policy LUE 13.1 because the Project would be required by the City to contribute its fair share to fund infrastructure and public facilities through mandatory development impact fees via City of Jurupa Valley Ordinance No. 2017-13.</p>
<p>MOBILITY ELEMENT</p>	
<p>Planned Circulation System</p>	
<p>ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, “complete streets” perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines.</p>	<p>Consistent: The Traffic Impact Analysis (TIA) prepared for the Project included analysis of LOS and VMT impacts resulting from implementation of the Project. For all impacts that were determined to be potentially significant, the TIA presented roadway improvements and mitigation (where feasible) to ensure any new impacts to roadway circulation are reduced to the greatest extent possible. The TIA for the Project was reviewed and approved by the City and addresses both LOS and VMT; however, it should be noted that impacts associated with LOS are no longer considered an environmental impact and VMT is the standard for determining environmental impacts associated</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
	with transportation. The Project is determined to be consistent with General Plan Policy ME 2.13.
<p>ME 2.14 Traffic Study Guidelines. Apply level of service and/or VMT standards to new development, consistent with state law, based on new Traffic Study Guideline, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.</p>	<p>Consistent: The City does not have approved thresholds for the determination of transportation impacts associated with VMT. However, in accordance with Office of Planning and Research guidance, the TIA determined VMT impacts based on comparison of VMT generation associated with the Project to VMT generation to the surrounding jurisdictions, Riverside County and San Bernardino County. Although impacts associated with LOS are considered within the TIA for the Project, impacts associated with LOS are no longer considered an environmental impact under CEQA. The TIA for the Project was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.14.</p>
<p>ME 2.15 Traffic Impact Evaluation. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.</p>	<p>Consistent: A TIA was prepared for the Project. All impacts related to traffic and transportation are disclosed within the TIA, and where necessary, feasible mitigation and roadway improvements are identified. Finally, the TIA was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.15.</p>
<p>ME 2.16 Traffic Impacts. Traffic Impacts. Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project related traffic impacts and determine the “significance” of such impacts in compliance with CEQA.</p>	<p>Consistent: A TIA was prepared for the Project. All impacts related to traffic and transportation are disclosed within the TIA, and where necessary, feasible mitigation and roadway improvements are identified. Finally, the TIA was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.16.</p>
<p>ME 2.17 Impact Mitigation. Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.</p>	<p>Consistent: The TIA identified feasible mitigation to reduce potentially significant impacts. The Project is determined to be consistent with General Plan Policy ME 2.17.</p>
<p>Pedestrian Facilities</p>	
<p>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</p>	<p>Consistent: Implementation of the Project includes the development of sidewalks on the north end of Hall Avenue and the west end of Agua Mansa Road, along the Project site’s frontage. As required, the sidewalks will be separated from the roadway by a landscaped parkway. Therefore, the Project is consistent with General Plan Policy ME 3.9.</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
appropriate due to existing sidewalk location, design, or other conditions.	
<p>ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.</p>	<p>Consistent: The Project includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways. The sidewalks are designed to be 6-foot wide in front of auto stalls and 5-foot wide elsewhere. As previously noted in the consistency response to General Plan Policy ME 3.9, the Project includes installation of sidewalks along the Project site's frontage. Additionally, the Project would include the installation of bicycle parking stalls at each of these proposed buildings in excess of what is required based on building intensity. Therefore, the Project is consistent with General Plan Policy ME 3.11.</p>
<p>ME 3.17 Public Transit Connections. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.</p>	<p>Consistent: The Project has been designed to include on-site pedestrian walkways that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities. Therefore, the Project is consistent with General Plan Policy ME 3.17.</p>
<p>ME 3.21 ADA Compliance. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.</p>	<p>Consistent: The Project site features (buildings, parking areas, etc.) would be connected by ADA-compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Therefore, the Project is consistent with General Plan Policy ME 3.21.</p>
Transportation System Landscaping	
<p>ME 7.9 Landscape Buffers. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.</p>	<p>Consistent: As shown on Figure 3-11, <i>Conceptual Landscape Plan</i>, the Project includes drought tolerant plants. The Project is required to comply with Jurupa Valley Municipal Code Chapter 9.283, which is known as the Water Efficient Landscape Requirements Ordinance and mandates requirements for ensuring water efficient landscapes in new development and reduce water waste in existing landscapes. Therefore, the Project is consistent with General Plan Policy ME 7.9.</p>
System Operation, Maintenance, and Funding	
<p>ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.</p>	<p>Consistent: As previously mentioned, the City has reviewed the circulation plan for the Project and determined the design, with regards to ingress/egress and driveway design, and have determined the Project to satisfy all requirements regarding driveway location and number. Therefore, the Project is consistent with General Plan Policy ME 8.2.</p>
<p>ME 8.10 Right-of-Way Improvements. Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include</p>	<p>Consistent: The Project's proposed transportation improvements include frontage improvements to Hall Avenue and Agua Mansa Road, including sidewalks and landscaping. City staff has reviewed the proposed Project to ensure that additional right-of-way dedication are not</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
	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.
ME 8.12	Heavy Truck Restrictions in Residential Neighborhoods. Restrict heavy truck through-traffic and parking in residential and village center areas and plan land uses so that trucks do not need to traverse these areas.
ME 8.14	Driveway Access. Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.
ME 8.15	Intersection Design. Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians, and vehicles.
ME 8.17	Sight Distance. Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.
ME 8.34	Funding Tools. Use annexations, redevelopment agreements, tax-increment financing, revenue-sharing tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to
	required or necessary to implement the Project. Therefore, the Project is consistent with General Plan Policy ME 8.10
	Consistent: During Project operation, heavy truck traffic would be required to utilize the City's truck restrictions on designated roadways. Mandatory truck restrictions would minimize conflicts between trucks and passenger vehicles, bicyclists, and pedestrians. Therefore, the Project is consistent with General Plan Policy ME 8.12.
	Consistent: Primary truck access to the Project site would occur on road with a designation of arterial or higher. The main route to SR-60 would include travel south on Agua Mansa Road (minor arterial) and south on Market Street (major arterial) or Rubidoux Boulevard (major arterial). Therefore, the Project is consistent with General Plan Policy ME 8.14.
	Consistent: The design of the on-site circulation components would accommodate the turning movements of trucks within the Project site. The proposed Project intends to construct three new driveways along Hall Avenue and would maintain one existing driveway along Agua Mansa Avenue, which would further facilitate the turning movement of trucks in and out of the Project site. Additionally, the proposed Project does not include any new street intersections. Therefore, the Project is consistent with General Plan Policy ME 8.15.
	Consistent: City staff has reviewed the design of the proposed Project to ensure that adequate site distance is provided at the proposed driveway access points along Hall Avenue and Agua Mansa Road. Therefore, the Project is consistent with General Plan Policy ME 8.17.
	Consistent: The Project Applicant will be required to pay DIF fees, TUMF fees, and provide a fair-share contribution toward freeway-ramp junction improvements (in the event that Caltrans prepares a valid fee study) that would address the Project's cumulatively considerable contribution of traffic, as summarized in EIR Subsection 4.12,



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>provide local and regional transportation improvements and to mitigate cumulative traffic impacts.</p>	<p><i>Transportation.</i> Therefore, the Project is consistent with General Plan Policy ME 8.34.</p>
<p>ME 8.36 Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.</p>	<p>Consistent: The proposed Project has been required to pay TUMF fees and fair-share fees through the implementation of the City’s development impact fee program and through the implementation of mitigation measures identified in Subsection 4.12, <i>Transportation</i>, in order to accommodate the Project’s fair-share contribution toward any direct and cumulative traffic impacts. Therefore, the Project is consistent with General Plan Policy ME 8.36.</p>
<p>CONSERVATION AND OPEN SPACE ELEMENT</p>	
<p>Wildlife Habitats</p>	
<p>COS 2.1 MSHCP Implementation. Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure if adopted when developing transportation or other infrastructure projects that are covered activities in the MSHCP.</p>	<p>Consistent: With implementation of mitigation for potential impacts to burrowing owl and nesting birds, the proposed Project would be consistent with the biological requirements of the MSHCP; specifically pertaining to the Project’s MSHCP Reserve assembly requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools) , and 6.14 (Urban / Wildlands Interface). Therefore, the Project is consistent with General Plan Policy COS 2.1.</p>
<p>COS 2.3 Biological Reports. Require the preparation of biological report to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary developments projects with the potential to affect adversely wildlife habitat.</p>	<p>Consistent: A Project-specific Biological Resources and MSHCP Consistency Report has been prepared. (included as EIR <i>Technical Appendix C</i>) that meets these requirements. Therefore, the Project is consistent with General Plan Policy COS 2.3.</p>
<p>Water Resources</p>	
<p>COS 3.4 Water Conservation Systems. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.</p>	<p>Consistent: Project site plan design includes the installation of one infiltration basins and one underground infiltration chambers. As designed, the infiltration network would allow runoff from the 85th percentile rain event to percolate into the ground. Infiltration of water collected in the basin or underground chamber would allow for groundwater recharge and would avoid the potential for flooding in the area. The runoff in excess of the 85th percentile rain event would be conveyed to the existing municipal stormwater infrastructure. Therefore, the Project is consistent with General Plan Policy COS 3.4.</p>
<p>COS 3.5 Site Water Collection and Retention. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.</p>	<p>Consistent: See Project Consistency response to General Plan Policy COS 3.4. The Project includes an on-site stormwater system that includes infiltration basins and infiltration chambers that would allow infiltration of captured water. Therefore, the Project is consistent with General Plan Policy COS 3.5.</p>
<p>COS 3.6 Landscaping with California Native</p>	<p>Consistent: As shown on Figure 3-11, <i>Conceptual</i></p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>Plants. Encourage the use of California native plants for drought-resistant landscape planting.</p>	<p><i>Landscape Plan</i>, the Project includes California native plants. Additionally, the Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Therefore, the Project is consistent with General Plan Policy COS 3.6.</p>
<p>COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.</p>	<p>Consistent: The Project would require compliance with the Clean Water Act (CWA) Section 402 due to the Project site is in excess of one acre. The CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site. Therefore, the Project is consistent with General Plan Policy COS 3.6.</p>
<p>COS 3.13 Storm Water Retention. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.</p>	<p>Consistent: See Project Consistency response to General Plan Policy COS 3.4 and COS 3.5. The project would detain and encourage infiltration of stormwater generated on-site via the installation of infiltration basins and chambers. Therefore, the Project is consistent with General Plan Policy COS 3.13.</p>
<p>Renewable Energy Resources</p>	
<p>COS 5.1 Best Available Practices. The City will employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations, and other agencies to do likewise. “Best available practices” means behavior and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include: Space heating and cooling using earth, plantings, and/or building thermal mass to moderate temperature changes; space cooling through natural</p>	<p>Consistent: The proposed Project is required to submit building plans and a Title 24 Compliance Report to the City of Jurupa Valley for review to ensure the Project meets CA Title 24 Energy Efficiency Standards, which at the time of preparation of this EIR includes the best available practices regarding renewable energy. Additionally, the proposed Project development and operation would not interfere with the City’s efforts to meet or exceed Title 24 requirements for energy efficiency. Therefore, the proposed Project is consistent with General Plan Policy COS 5.1.</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>ventilation; space cooling through reflectivity and shading; indoor illumination by natural light; solar space and water heating; wind electricity generation.</p>	
<p>COS 5.5 Energy Efficient and Green Building. Encourage energy-efficient “green buildings” as addressed by the U.S Green Building Council’s LEED (Leadership in Energy and Environmental Design) Program or through other similar programs.</p>	<p>Consistent: The proposed Project is required to be in accordance to the CALGreen Building Standards and California Energy Efficiency Standards that are intended to reduce the Project’s energy demand. Therefore, the proposed Project is consistent with General Plan Policy COS 5.5.</p>
<p>Cultural and Paleontological Resources</p>	
<p>COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.</p>	<p>Consistent: A Phase I Cultural Resources Assessment was prepared by LSA for the proposed Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical resources. Although the Phase I Cultural Resources Assessment determined the Project site to free of known cultural resources, the assessment identified the discovery of unknown cultural resources as a potentially significant impact. The Project would include the implementation of mitigation to minimize the impacts associated with discovery of unknown cultural resources. Therefore, the Project is consistent with General Plan Policy COS 7.1.</p>
<p>COS 7.3 Development Review. Evaluate project sites for archaeological sensitivity and for a project’s potential to uncover or disturb cultural resources as part of development review.</p>	<p>Consistent: A Phase I Cultural Resources Assessment was prepared by ASM Affiliates, Inc for the proposed Project and included a records search, background research, and a pedestrian survey of accessible portions of the Project site to determine the presence or absence or historical resources. Therefore, the Project is consistent with General Plan Policy COS 7.3.</p>
<p>COS 7.4 Site Confidentiality. Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.</p>	<p>Consistent: All reference to the physical location of confidential cultural and paleontological resources identified during the preparation of the Phase I Cultural Resources Assessment have been protected and would not be included in any public documents. Therefore, the Project is consistent with General Plan Policy COS 7.4.</p>
<p>COS 7.5 Native American Consultation. Refer development projects for Native American tribal review and consultation as part of the environmental review process in compliance with state law.</p>	<p>Consistent: State law requires the proposed Project to adhere to AB 52, which requires a lead agency to notify a Native American tribe that is traditionally and culturally affiliated with the area of the proposed Project. The City of Jurupa Valley sent notification of the proposed Project to pertinent Native American tribes that previously requested consultation. The notification of the Project to pertinent Native American tribes within the area ensures that the Project is consistent with this policy. Therefore, the Project is consistent with General Plan Policy COS 7.5.</p>
<p>COS 7.7 Qualified Archaeologist Present.</p>	<p>Consistent: As documented in Mitigation Measure MM 4.4-</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.</p>	<p>1, the Project Applicant would retain a qualified archaeologist to identify the significance of any potential cultural resource that is unearthed during construction of the Project. Therefore, the Project is consistent with General Plan Policy COS 7.7.</p>
<p>COS 7.8 Native American Monitoring. Include Native American participation in the City’s guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.</p>	<p>Consistent: The proposed Project is required to follow AB 52 process and contact the consulting Native American Tribe(s) that have requested monitoring. The proposed Project also is required to implement the City’s standard Tribal Monitoring Agreement. Refer to Mitigation Measure MM 4.13-1 of this EIR. Therefore, the Project is consistent with General Plan Policy COS 7.8.</p>
<p>Scenic Resources</p>	
<p>COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.</p>	<p>Consistent: There are no scenic resources located in proximity to the Project site. The development of the proposed project would not block public views of the San Gabriel Mountains, San Bernardino Mountains, La Loma Hills, Sugarloaf Mountain, and Rattlesnake Mountain due to distance, topography, and intervening development. Accordingly, the Project would not interfere with the City’s efforts to protect scenic resources. Therefore, the Project is consistent with General Plan Policy COS 9.1.</p>
<p>COS 9.4 View Protection in New Development. Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.</p>	<p>Consistent: The analysis regarding the Project’s impact on viewsheds of the surrounding physical environment are covered in Subsection 4.1, <i>Aesthetics</i>, of this EIR. As determined in the analysis of public viewsheds, the Project was determined to result in less than significant impacts associated with views of the surrounding visual resources. Therefore, the Project is consistent with General Plan Policy 9.4.</p>
<p>Dark Skies</p>	
<p>COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: Operates at unnecessary locations, levels, and times; Spills onto areas off-site or to areas not needing or wanting illumination; Produces glare (intense line-of-site contrast); Includes lighting frequencies (colors) that interfere with astronomical viewing.</p>	<p>Consistent: The Project is subject to Chapter 9.150, M-M Zone (Manufacturing-Medium), of the City’s Municipal Code, which states “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” (City of Jurupa Valley, 2020). Furthermore, coverings, fixtures, placement, and orientation of the proposed lighting have been designed to limit spillage of light on to adjacent properties or create a</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
	substantial new source of sky glow in accordance with Section 9.148.040 (Development standards) of the City's Municipal Code. Therefore, the Project is consistent with General Plan Policy COS 10.1.
<p>COS 10.4 Commercial and Industrial Buildings. Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.</p>	<p>Consistent: See Project Consistency response to General Plan Policy COS 10.4. The Project would comply with the City's Municipal Code Chapter 9.148, including Section 9.148.040. Therefore, the Project is consistent with General Plan Policy 10.4.</p>
<p>AIR QUALITY ELEMENT</p>	
<p>Sensitive Receptors</p>	
<p>AQ 2.1 Site Plan Designs. Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible.</p>	<p>Consistent: As discussed in Subsection 4.2, <i>Air Quality</i>, of this EIR, construction and operation of the Project would not result in exceedance of a California Ambient Air Quality Standard threshold. Therefore, sensitive receptors would not be exposed to significant emissions and the Project is consistent with General Plan Policy AQ 2.1.</p>
<p>AQ 2.2 Pollution Control Measures. Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.</p>	<p>Consistent: As shown on Figure 3-11, <i>Conceptual Landscape Plan</i>, the Project includes landscaping along the Project's frontage, parking areas, and entryways. Therefore, the Project is consistent with General Plan Policy AQ 2.2. Additionally, the Project will be conditioned to reduce truck idling per State Air Resources Board requirements.</p>
<p>Stationary Source Pollution</p>	
<p>AQ 3.1 Efficient Building Materials/Equipment. Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.</p>	<p>Consistent: The proposed Project is required to be designed in accordance to the CALGreen Building Standards and California Energy Efficiency Standards. Compliance would ensure that the Project is developed with efficient building materials. Therefore, the Project is consistent with General Plan Policy AQ 3.1.</p>
<p>AQ 3.4 Emissions Mitigation. Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.</p>	<p>Consistent. As discussed in Subsection 4.2, <i>Air Quality</i>, the Project would result in an exceedance of NOx emissions during operation of the Project. The Project includes all feasible mitigation measures to minimize this impacts to air quality; therefore, the Project is consistent with General Plan Policy AQ 3.4.</p>
<p>AQ 3.5 Fugitive Dust Reduction Measures. Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.</p>	<p>Consistent: The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Therefore, the Project is consistent with General Plan Policy AQ 3.5.</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
Energy Efficiency and Conservation	
AQ 5.1 Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	Consistent: As discussed in Subsection 4.14, <i>Utilities and Service Systems</i> , the Project would implement best practices to reduce the amount of solid waste generated during construction and operation. Thus, the Project is consistent with General Plan Policy AQ 5.1.
NOISE ELEMENT	
Land Use Compatibility	
NE 1.1 Land Use/Noise Compatibility. Utilize the Land Use/Noise Compatibility Matrix to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town center plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.	Consistent: As discussed in the Noise and Vibration and Impact Analysis, <i>Technical Appendix I</i> , prepared by LSA for the Project, the Land Use/Noise Compatibility Matrix was used for determination of Project compatibility with the existing noise environment. Therefore, the Project is consistent with General Plan Policy NE 1.1.
NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards. This policy does not apply to noise levels associated with agricultural operations existing in 2017.	Consistent: The Noise and Vibration and Impact Analysis, <i>Technical Appendix I</i> , includes identification of minimization measures to avoid or reduce potential impacts related to noise. Additionally, as discussed in Subsection 4.11, <i>Noise</i> , of this EIR, the Project would not result in significant noise impacts. The Noise and Vibration and Impact Analysis did not identify any potentially significant impacts requiring mitigation; therefore, the Project is consistent with General Plan Policy NE 1.3.
NE 1.4 Acoustical Assessment. Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the “Normally Acceptable” thresholds of the Land Use/Noise Compatibility Matrix.	Consistent: The Project included preparation of the Noise and Vibration and Impact Analysis, <i>Technical Appendix I</i> , prepared by LSA. Therefore, the Project is consistent with General Plan Policy NE 1.4.
NE 1.6 Protection of Noise Sensitive Land Uses. Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then the measures such as building techniques, setbacks, landscaping, and noise walls should be considered.	Consistent: As discussed in Subsection 4.11, <i>Noise</i> , the Project would have less than significant impacts on noise sensitive land uses in the vicinity of the Project site. Therefore, the Project is consistent with General Plan Policy NE 1.6.
NE 1.7 Noise-Tolerant Uses. Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.	Consistent: The Project includes industrial uses that would be located in an area that is designated for commercial and industrial development and would be located adjacent to similar uses. Accordingly, the Project is consistent with General Plan Policy NE 1.7.
Mobile Noise Sources	



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>NE 2.2 Commercial Truck Deliveries. Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.</p>	<p>Consistent: As discussed in Subsection 4.11, <i>Noise</i>, of this EIR, the Project’s operational noise levels are determined to be less than significant and mitigation would not be required. Accordingly, limitations of use would not be required for the Project’s operation.</p>
<p>Stationary Noise Sources</p>	
<p>NE 3.1 Noise Analysis. Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use or on or near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented.</p>	<p>Consistent: The Project included preparation of the Noise and Vibration and Impact Analysis, <i>Technical Appendix I</i>, prepared by LSA. Therefore, the Project is consistent with General Plan Policy NE 3.1.</p>
<p>NE 3.2 Truck Loading, Shipping, and Parking. Require that the loading, shipping, or parking facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.</p>	<p>Consistent: As discussed in the Subsection 4.11 of this EIR, the Project was determined to result in less than significant noise impacts during operation and construction. Although the Project would include loading and parking facilities within 200 feet of a residential parcel, the Project would construct a 7 ft high wall at the portion of the property line adjacent to the residential uses to the north. Accordingly, the Project would not result in potentially significant impacts and mitigation would not be required. Therefore, the Project would not result in significant impacts to nearby residences, and the Project is determined to be consistent with General Plan Policy NE 3.2.</p>
<p>NE 3.3 Noise Buffers. Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.</p>	<p>Consistent: See Project Consistency response to General Plan Policy NE 3.2. Noise impacts associated with construction and operation of the Project are determined to be less than significant and mitigation is not required. Therefore, the Project is consistent with General Plan Policy NE 3.3.</p>
<p>NE 3.4 Construction Equipment. Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment’s manufacturer.</p>	<p>Consistent: As discussed in Subsection 4.11, <i>Noise</i>, the Project’s short-term construction noise impacts would be less than significant. City staff would require, as a condition of approval, compliance with noise reduction features identified in Policy NE 3.4 prior to the issuance of any grading and/or building permits. Therefore, the Project is consistent with General Plan Policy NE 3.4.</p>
<p>COMMUNITY SAFETY, SERVICES, AND FACILITIES ELEMENT</p>	
<p>Geologic Hazards</p>	
<p>CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental and development review</p>	<p>Consistent: A <i>Geotechnical Investigation</i> was prepared for the Project site by NorCal Engineering in February 2020; the report is included as <i>Technical Appendix F1</i>. Therefore, the Project is consistent with General Plan Policy CSSF 1.2.</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlements.</p>	
<p>Hazardous Materials</p>	
<p>CSSF 1.31 Federal/State Laws. Comply with federal and state laws regarding the management of hazardous waste and materials.</p>	<p>Consistent: As discussed in Subsection 4.8, <i>Hazards and Hazardous Materials</i>, the Project would comply with all federal and state regulations regarding the management of hazardous waste and materials. These regulations include, but are not limited to CERCLA, SARA, RCRA, HMTA, OSHA, and TSCA. Therefore, the Project is consistent with General Plan Policy CSSF 1.31.</p>
<p>CSSF 1.32 Hazardous Waste Storage/Disposal. Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.</p>	<p>Consistent: As discussed in Subsection 4.8, <i>Hazards and Hazardous Materials</i>, the Project would result in less than significant impacts associated with storage and disposal of hazardous materials. During the development review process City staff determined the Project adequately addressed the storage, use, and disposal of hazardous materials. Therefore, the Project is consistent with General Plan Policy CSSF 1.32.</p>
<p>General</p>	
<p>CSSF 2.2 Concurrency with Development. Ensure the provision of sufficient public facilities and services prior to, or concurrently with, new development.</p>	<p>Consistent: Through the CEQA process, the proposed Project has been reviewed for potential impacts to supporting infrastructure services. The Project is determined to result in less than significant impacts to public facilities. Therefore, the Project is consistent with General Plan Policy CSSF 2.2.</p>
<p>CSSF 2.4 Fair Share. Ensure that new development pays its fair share of public facilities and service costs.</p>	<p>Consistent: The City would require the Project Applicant to pay all applicable public facilities fees. Therefore, the Project is consistent with General Plan Policy CSSF 2.4.</p>
<p>Fire and Emergency Medical Services</p>	
<p>CSSF 2.16 Adequate Facilities. Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City’s needs over time.</p>	<p>Consistent: Through the CEQA process the proposed Project has been reviewed for potential impacts to supporting infrastructure services. Therefore, the Project is consistent with General Plan Policy CSSF 2.16.</p>
<p>Water</p>	
<p>CSSF 2.44 Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.</p>	<p>Consistent: As shown on Figure 3-11, <i>Conceptual Landscape Plan</i>, the Project includes drought-tolerant plants. The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site. Therefore, the Project is consistent with General Plan Policy CSSF 2.44.</p>
<p>Storm Water</p>	



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
<p>CSSF 2.57 New Development. Require new development to implement on-site measures to clean and contain storm water runoff.</p>	<p>Consistent: See Project Consistency response to General Plan Policy COS 3.4, COS 3.5, and COS 3.13. The Project would detain and encourage infiltration of stormwater generated on-site via the installation of infiltration basins and chambers. Therefore, the Project is consistent with General Plan Policy CSSF 2.57.</p>
<p>ENVIRONMENTAL JUSTICE ELEMENT</p>	
<p>Meaningful Public input and Capacity Building</p>	
<p>EJ 1.1 Public Participation. Ensure that affected residents have the opportunity to participate in decisions that affect their health.</p>	<p>Consistent: The Project would not interfere with affected residents' opportunity to participate in decisions that would affect their health. Via the CEQA process, the public has multiple opportunities to comment on the Project. Additionally, Planning staff mailed a project information sheet combined with a 20-day public hearing notice in both English and Spanish to all property owners within a 1,000-ft radius, Belltown Community, and additional properties within close proximity of the subject site. The information sheet provides information that would allow the low-income and minority population to have equal access and influence in the land use decision making process. The notice included detailed information on the Project, Project operations, and identified opportunities to participate in the decision-making process. The notices also included contact information for Spanish speakers and identified that a Spanish translator would be available at both the EJ Workshop and the Planning Commission and City Council public hearings. Therefore, the Project is consistent with General Plan Policy EJ 1.1.</p>
<p>EJ 1.2 Facilitate Community Involvement. Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.</p>	<p>Consistent: The proposed Project would not interfere with the City's efforts to facilitate the involvement of residents, businesses, and organizations in all aspects of the City's planning process. See also, EJ 1.1 comment, above. Accordingly, the Project is consistent with General Plan Policy EJ 1.2.</p>
<p>EJ 1.4 Public Meetings. Schedule public meetings on key issues affecting the public at time and locations most convenient to community members.</p>	<p>Consistent: The proposed Project would not inhibit the City's efforts to schedule public meetings on key issues affecting the public at time and locations most convenient to community members. Furthermore, the City will hold an EJ Workshop to discuss the project in detail and obtain comments from property owners and residents residing within close proximity to the Project site and those residents within the Belltown residential community. Therefore, the Project is consistent with General Plan Policy EJ 1.4.</p>
<p>EJ 1.9 Tribal Consultation. Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.</p>	<p>Consistent. The Project and the City are required to comply with the mandatory AB 52 consultation process. The City sent notification of the proposed Project to Native American tribes with possible traditional or cultural affiliation to the area, and as a result of consultation, monitoring for tribal cultural resources is required to occur during Project construction activities as specified in mitigation measure</p>



Table 4.10-1 General Plan Consistency Analysis

Policy	Project Consistency
	4.13-1. Thus, the Project is consistent with General Plan Policy EJ 1.9.

2. *Analysis of Consistency with the City of Agua Mansa Industrial Corridor Specific Plan*

As previously mentioned, the Project site has a land use designation of Heavy Industrial within both the City’s General Plan and the Agua Mansa Industrial Corridor Specific Plan. Although the proposed use on-site is allowable under the Specific Plan, the Project requires approval of Variance No. 18008 to allow building heights to exceed the 35-foot limit when within 100 feet of a residential area. Building A, proposed for a maximum height of 45-feet, is within 100-feet of the residential area north of the Project site; therefore, the Variance is required. Approval of the Variance would ensure that implementation of the Project is compliant with the design guidelines established in the Agua Mansa Industrial Corridor Specific Plan.

3. *Analysis of Consistency with the City of Jurupa Valley Zoning Code and Municipal Code*

Under existing conditions, the Project site is zoned M-SC (Manufacturing-Medium). The Project Applicant proposes a Zone Change to modify the site’s underlying zoning from M-SC to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay. Per Chapter 9.150, M-M Zone (Manufacturing-Medium), of the City’s Zoning Code, warehousing/logistics uses are permitted within this zone following approval of a Development Agreement. Thus, pursuant to Chapter 9.150.020(5), the Project is consistent with the land uses allowed in the M-M Zone following approval of the Development Agreement No. 18001. The Project’s application materials were reviewed by the City for conformance with the development standards applicable within the M-M Zone, as set forth in Chapter 9.150 of the City’s Zoning Code.

In addition, the proposed Project would be required to comply with a variety of other provisions of the City’s Municipal Code, all of which would be enforced either as conditions of Project approval or through future City review of implementing development permit applications (grading permits, building permits, etc.). Based on the foregoing analysis, and assuming approval of the General Plan Amendment No. 18001, Development Agreement No. 18001, and Site Development Permit No. 18048 the proposed Project would be consistent with or otherwise would not conflict with all applicable provisions of the City’s Zoning Code and Municipal Code.

4. *Analysis of Consistency with the SCAG 2016-2040 RTP/SCS and Connect SoCal*

SCAG’s 2016-2040 RTP/SCS are the applicable SCAG planning documents that apply to the proposed Project. The 2016-2040 RTP/SCS goals are meant to provide guidance for considering proposed projects for municipalities throughout the SCAG jurisdictional area within the context of



regional goals and policies. As shown in Table 4.10-2, *SCAG RTP/SCS Goal Consistency Analysis*, implementation of the proposed Project would not result in an inconsistency with the adopted 2016-2040 RTP/SCS or *Connect SoCal*.

Table 4.10-2 SCAG RTP/SCS Goal Consistency Analysis

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
<i>2016 RTP/SCS</i>		
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project implements development anticipated in the Agua Mansa Industrial Corridor (AMIC) Specific Plan, and specifically includes development of the Project site with two industrial warehouse buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. Accordingly, the Project would not impede the economic development in the City of Jurupa Valley or the Region.
G2	Maximize mobility and accessibility for all people and goods in the region.	Consistent. Access to the Project site would be provided via four drive-ways along Hall Avenue. The surrounding roadways provide efficient access to SR-60 approximately 1.8 mile southwest of the Project site, and I-10 approximately 2.5 mile north of the Project site.
G3	Ensure travel safety and reliability for all people and goods in the region.	Consistent. As discussed in Subsection 4.12, <i>Transportation</i> , of this EIR, the Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region.
G4	Preserve and ensure a sustainable regional transportation system.	Consistent. The Project contributes to and would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, as anticipated by AMIC Specific Plan and City of Jurupa Valley General Plan. The Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area.
G5	Maximize the productivity of our transportation system.	Consistent. As stated above, the Project would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, and would not result in an unforeseen detriment to the transportation system. The Project developers



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		would pay applicable traffic mitigation fees that would fund additional traffic improvements and roadway maintenance in the study area.
G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. An analysis of the Project’s environmental impacts is provided throughout this EIR. Notably, air quality is addressed in Section 4.2, and the Project’s impacts would be less than significant. In compliance with the CALGreen Code, interior bicycle storage would be provided within the proposed buildings, and short- and long-term exterior bicycle parking spaces would be provided at each building. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City’s full-width standards.
G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. This policy provides guidance to City staff to establish local incentive programs to encourage and promote energy efficient development. However, as described in Section 4.5, <i>Energy</i> , and Section 4.7, <i>Greenhouse Gas Emissions</i> , of this EIR, the Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements.
G8	Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. This policy provides guidance to establish a local land use plan that facilitates the use of transit and active (non-motorized) forms of transportation. The Project involves development of the Project site with a contemporary logistics center in an area designated for industrial development by AMIC Specific Plan, and would increase local employment opportunities. As discussed under the consistency analysis for the 2016 RTP/SCS Goal G6, the Project includes the construction of sidewalks and incorporate bicycle facilities that would facilitate pedestrian and bicycle travel. Therefore, the Project would provide local job opportunities for existing and future residents of the City that would be accessible by active transportation. Under existing conditions, there are no bus routes in proximity to the Project site. Implementation of the Project would not interfere with the City’s ability to encourage the use of transit.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other	Consistent. This policy provides guidance to the City of Jurupa Valley to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City’s transportation network or



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
	security agencies.	the City’s coordination with other agencies.
Connect SoCal		
1	Encourage regional economic prosperity and global competitiveness.	Consistent. Refer to the consistency analysis for Goal G1 of the <i>2016 RTP/SCS</i> .
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. Refer to the consistency analysis for Goals G2 and G3 of the <i>2016 RTP/SCS</i> .
3	Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. Refer to the consistency analysis for Goals G4 and G9 of the <i>2016 RPT/SCS</i> .
4	Increase person and goods movement and travel choices within the transportation system.	Consistent. The Project involves development of two industrial warehouse buildings within a developing industrial area, along designated truck routes, and in proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. Also, refer to the consistency analysis for Goals G6 and G8 of the <i>2016 RTP/SCS</i> , which addresses accommodations for alternative modes of transportation (e.g., transit, bicycle and walking).
5	Reduce greenhouse gas emission and improve air quality.	Consistent. Refer to the consistency analysis for goals G6 and G7 of the <i>2016 RTP/SCS</i> .
6	Support healthy and equitable communities.	Consistent. This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Communities Element of the City’s General Plan. Relevant to the Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation.
7	Adapt to a changing climate and support an integrated regional development.	Consistent. <i>Connect SoCal</i> indicates that since the adoption of the <i>2016 RTP/SCS</i> , there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. The Project involves the development of a Project site, historically used for agricultural uses and dumping, with two industrial warehouse buildings that will accommodate a wide variety of users that would diversity the City of Jurupa Valley’s economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located in an area designated for industrial development in the City of Jurupa Valley, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		travel distances. Development of the Project in north eastern Riverside County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations (“last mile” transit times).
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. <i>Connect SoCal</i> also indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of electric-powered and automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards to support advancements in these and other transportation technologies.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project is in an area designated for industrial uses and would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project site is in a developing area, and does not contain any natural lands, nor does the Project site contain suitable habitat for native wildlife or plant species. Implementation of the Project would not interfere with City’s ability to promote the conservation of natural and agricultural lands and the restoration of habitats. Additionally, the Project site does not include any land designated for agricultural uses.

Source: (SCAG, 2016)

Based on the foregoing, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects and impacts. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



4.10.7 CUMULATIVE IMPACT ANALYSIS

Under existing conditions, the Project site is physically separated from neighboring land uses by existing roadways, physical barriers (fencing surrounding the Project site), or mixed residential and industrial development. Because the Project site does not directly contribute to an established community or facilitate movement within the community, there is no potential for the Project to cause or cumulatively-contribute to the division of an established community.

An amendment to the City of Jurupa Valley's General Plan Land Use Element to allow logistics use on the Project site would permit development of the proposed two industrial buildings. The Project's proposed General Plan Amendment and Zone Change would eliminate inconsistencies between land use that is currently allowed and land use that is being proposed. As development occurs elsewhere throughout the cities of Jurupa Valley, Fontana, Ontario, Chino, Eastvale, and the larger Riverside County area, any proposal to change the underlying land use or development intensity for a specific property similarly would not have the potential to result in conflict with applicable land plans and result in substantial, adverse environmental effects with implementation of an amendment to the applicable land use plan. The Project would not result in any cumulatively considerable land use and planning conflicts in the context of compliance with applicable environmental plans, policies, and regulations beyond those identified in other Subsections of this EIR.



4.11 NOISE

The following analysis is based in part on information obtained from a technical report titled *Noise and Vibration Impact Analysis* prepared by LSA, dated September 2020, and appended to this EIR as *Technical Appendix I* (LSA, 2020d). All references used in this Subsection are listed in EIR Section 7.0, *References*.

A complete description of noise fundamentals, including characteristics of sound, measurement of sound, physiological effects of noise, vibration, and human response to ground-borne noise and vibration are provided in the noise report (*Technical Appendix I* of this EIR). Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. An A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB) are measured on a logarithmic scale; for example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. In other words, thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

4.11.1 EXISTING CONDITIONS

A. *Existing Ambient Noise Environment*

The Project site is surrounded primarily by industrial and residential development. The property lines of the closest residential and industrial uses are located immediately north of the proposed Project site. These land uses would be exposed to noise generated during construction and operation of the Project.

The primary existing noise sources in the vicinity of the Project site are existing industrial uses, including those in the residentially zoned properties north of the Project site, and transportation facilities. Traffic on Agua Mansa Road, Hall Avenue, and other local streets contributes to the ambient noise levels in the vicinity of the Project site. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the vehicles' exhaust systems.

1. Noise Measurements

As part of the Noise and Vibration Impact Analysis, LSA conducted two short-term (20-minute) noise level measurements and one long-term (24-hour) measurement to document the existing noise environment near the Project site.

Short-Term Noise Measurements

Short-term (20-minute) noise level measurements were conducted on November 5, 2018, using a Larson Davis Model 831 Type 1 sound level meter. Table 4.11-1, *Short-Term Ambient Noise Level Measurements*, shows the results of the short-term measurements along with a description of the measurement location and noise sources that occurred during the measurement. As shown in Table 4.11-1, the measured average noise levels in the vicinity of the Project site ranged from 57.5 to 70.9 dBA L_{eq} and the measured maximum noise levels ranged from 72.3 to 82.2 dBA L_{max} . Figure 4.11-1, *Noise Monitoring Locations*, shows the short-term monitoring locations.

Table 4.11-1 Short-Term (20-Minute) Ambient Noise Level Measurements

Location Number	Location	Date	Start Time	Noise Level			Noise Source(s)
				dBA L_{eq}	dBA L_{max}	dBA L_{min}	
ST-1	Across the street from 1175 Hall Avenue. Approximately 45 feet northeast of chainlike fence.	11/5/18	1:08 p.m.	57.5	72.3	49.4	Traffic on Agua Mansa Road, light traffic on Hall Avenue, machine/engine running at 1203 Hall Avenue.
ST-2	West of Agua Mansa Road, across the street from 12212 Holly Street.	11/5/18	12:15 p.m.	70.9	82.2	48.1	Traffic on Agua Mansa Road (many loud trucks), saw and forklifts running across the street at lumberyard.

dBA = A-weighted decibels
 L_{eq} = equivalent continuous sound level
 L_{max} = maximum measured sound level
 L_{min} = minimum measured sound level
 Source: (LSA, 2020d)

Long-Term Noise Measurements

The long-term (24-hour) noise level measurement was conducted on November 5 and 6, 2018, using a 3M Quest NoisePro DLX Dosimeter. Table 4.11-2, *Long-Term (24-Hour) Ambient Noise Level Measurements*, shows the calculated CNEL level from the long-term noise level measurement. As shown in Table 4.11-2, the calculated CNEL level is 57 dBA CNEL. Figure 4.11-1 also shows the long-term monitoring location.



Table 4.11-2 Long-Term (24-Hour) Ambient Noise Level Measurements

Monitoring No.	Location	Start Date	Start Time	Duration (hours)	Noise Level (dBA CNEL)	Noise Source(s)
LT-1	South of 5280 El Rivino Road	11/12/18	12:00 p.m.	24	57	Industrial noise to the west and north and faint traffic noise on Agua Mansa Road and Hall Avenue.

dBA = A-weighted decibels
 CNEL = Community Noise Equivalent Level
 Source: (LSA, 2020d)

Existing Traffic Noise

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadway segments in the Project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. Traffic volumes were obtained from the *Traffic Impact Analysis, Technical Appendix J* to this EIR.




Table 4.11-3, *Existing Traffic Noise Levels*, lists the existing traffic noise levels on these roadways in the Project vicinity. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are drawn. Table 4.11-3 indicates that the existing traffic noise levels in the Project vicinity are low to moderate. The specific assumptions used in developing the noise levels and the model printouts are provided in Appendix A of the *Noise and Vibration Impact Analysis* (LSA, 2020d).

Existing Aircraft Noise

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest sources of aircraft noise are Flabob Airport (RIR), approximately 3.2 miles southwest of the Project site, and San Bernardino International Airport (SBD), approximately 8 miles northeast of the Project site. No portion of the Project site lies within the 65 dBA CNEL noise contours of RIR or SBD (LSA, 2020d).



LEGEND

-  Project Location
-  Short-Term Monitoring Location
-  Long-Term Monitoring Location

Source(s): LSA (March 2020)

Figure 4.11-1



Not to Scale



NOISE MONITORING LOCATIONS



Table 4.11-3 Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Agua Mansa Road between Riverside Avenue and Hall Avenue	13,448	137	292	628	74.3
Agua Mansa Road between Hall Avenue and Brown Avenue	11,948	127	270	580	73.8
Agua Mansa Road between Brown Avenue and A. Nelson Driveway	10,362	115	246	528	73.6
Agua Mansa Road between A. Nelson Driveway and Market Street	12,952	133	285	612	74.6
Hall Avenue west of Project Driveway 1	1,080	< 50	< 50	< 50	57.1
Hall Avenue between Project Driveway 1 and Project Driveway 2	1,080	< 50	< 50	< 50	56.6
Hall Avenue between Project Driveway 2 and Project Driveway 3/Brown Avenue	1,080	< 50	< 50	< 50	56.6
Hall Avenue between Project Driveway 3/Brown Avenue and Project Driveway 4	1,090	< 50	< 50	< 50	56.7
Hall Avenue between Project Driveway 4 and Hall Avenue	1,100	< 50	< 50	< 50	56.7

Source: Compiled by LSA Associates, Inc. (2020).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level ft = feet

Source: (LSA, 2020d)

4.11.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to noise. Additionally, no comments related to noise were received during the public scoping period.

4.11.3 REGULATORY FRAMEWORK

A. *Federal Regulations*

1. *Federal Transit Administration*

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact.

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.11-4, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use.

Table 4.11-4 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 μ in/sec)			Ground-Borne Noise Impact Levels (dB re 20 μ Pa)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	_ ⁵	_ ⁵	_ ⁵
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

¹ Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

² Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

³ Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁵ Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

μ in/sec = micro-inches per second

FTA = Federal Transit Administration

μ Pa = micro-Pascals

HVAC = heating, ventilation, and air conditioning

dB = decibels

VdB = vibration velocity decibels



dBA = A-weighted decibels
(FTA, 2006, Table 8-1)

2. *Federal Highway Administration*

The Federal Highway Administration (FHWA) is the agency responsible for administering the Federal-aid highway program in accordance with Federal statutes and regulations. The FHWA developed the noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, applies to highway construction projects where a State department of transportation has requested Federal funding for participation in the project. The regulation requires the highway agency to investigate traffic noise impacts in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If the highway agency identifies impacts, it must consider abatement. The highway agency must incorporate all feasible and reasonable noise abatement into the project design.

The FHWA regulations for mitigation of highway traffic noise in the planning and design of federally aided highways are contained in Title 23 of the United States Code of Federal Regulations Part 772. The regulations require the following during the planning and design of a highway project:

- Identification of traffic noise impacts;
- Examination of potential mitigation measures;
- The incorporation of reasonable and feasible noise mitigation measures into the highway project; and
- Coordination with local officials to provide helpful information on compatible land use planning and control.

The regulations contain noise abatement criteria, which represent the upper limit of acceptable highway traffic noise for different types of land uses and human activities. The regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies to make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway.

B. State Regulations

1. State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise



Element which is to be prepared according to guidelines adopted by the Governor’s Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels.

2. Building Standards Code

The State of California’s noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Standards Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

C. Regional Policies

1. County of San Bernardino Code of Ordinances

Although the Project is located in Jurupa Valley, some land uses (residential and industrial uses) adjacent to the Project site are located in San Bernardino County. The San Bernardino County Code of Ordinances, Section 83.01.080(c), establishes noise standards for stationary sources as follows:

Receiving Land Use	Time Period	L ₅₀ (30 mins)	L ₂₅ (15 mins)	L ₈ (5 mins)	L ₂ (1 min)	L _{max} (Anytime)
Residentially Zoned Property	7:00 a.m.–10:00 p.m. (daytime)	55	60	65	70	75
	10:00 p.m.–7:00 a.m. (nighttime)	45	50	55	60	65
Professional Services	7:00 a.m.–10:00 p.m. (daytime)	55	60	65	70	75
	10:00 p.m.–7:00 a.m. (nighttime)	55	60	65	70	75
Other Commercial	7:00 a.m.–10:00 p.m. (daytime)	60	65	70	75	80
	10:00 p.m.–7:00 a.m. (nighttime)	60	65	70	75	80
Industrial	7:00 a.m.–10:00 p.m. (daytime)	70	75	80	85	90
	10:00 p.m.–7:00 a.m. (nighttime)	70	75	80	85	90

Source: San Bernardino County Code (2014).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

mins = minutes



The San Bernardino County Code of Ordinances, Section 83.01.080(d) establishes noise standards for mobile sources as follows:

Categories	Land Use	Ldn or CNEL, dBA	
		Interior Standard	Exterior Standard
Residential	Single-family and multifamily, duplex, mobile homes	45	60 ³
Commercial	Hotel, motel, transient lodging	45	60 ³
	Commercial retail, bank, restaurant	50	NA
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	NA
Institutional	Hospital, nursing home, school, classroom, church, library	45	65
Open Space	Hospital, nursing home, school, classroom, church, library	NA	65

Source: County of San Bernardino Development Code (2014).

¹ The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.

² Outdoor environment limited to: private yard of single-family dwellings, multifamily private patios or balconies, mobile home parks, hospital/office building patios, park picnic areas, school playgrounds, and hotel and motel recreation areas.

³ An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

L_{dn} = day-night average noise level

NA = not applicable

Section 83.01.080(g)(3) of the San Bernardino County Code of Ordinances exempts temporary construction, maintenance, repair, or demolition activities occurring between 7:00 a.m. and 7:00 p.m., excluding Sundays and federal holidays, from the regulations of Section 83.01.80.

2. Agua Mansa Industrial Corridor Specific Plan

The Agua Mansa Industrial Corridor (AMIC) Specific Plan, Section 4.2.2.C, has established an exterior noise standard of 55 dBA and 50 dBA for residentially zoned property within the AMIC during daytime (7:00 a.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). No person shall operate or cause to be operated any source of sound at any location or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed any of the following:

- a) The noise standard for that receiving land use for a cumulative period of more than 30 minutes in any hour;
- b) The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour;
- c) The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour;
- d) The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or



- e) The noise standard plus 20 dBA for any period of time

If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the allowable noise exposure standard shall be increased to reflect the maximum ambient noise level. If the alleged offense consists entirely of impact noise or simple tone noise, the noise standard for the receiving land use shall be reduced by 5 dBA. The AMIC Specific Plan Performance Standards were used for the evaluation of potential noise impacts from stationary sources to off-site receivers.

The AMIC Specific Plan, Section 4, Table 11, requires heavy industrial developments adjacent to a residential area to construct a 7 ft masonry wall and maintain a 20 ft building setback from the side or rear yard.

D. Local Policies

1. City of Jurupa Valley Municipal Code Noise Regulations

The City's Municipal Code, Chapter 11.05, *Noise Regulations*, sets noise standards for various land uses within the City's boundary. Section 11.05.040 of the City Municipal Code limits exterior noise attributable to stationary noise sources at residential properties to 55 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. For commercial land uses, the sound level standards are 65 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m. For industrial land uses, the sound level standards are 75 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA (light industrial) or 75 dBA (heavy industrial) from 10:00 p.m. to 7:00 a.m. No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards applicable to the said land uses.

Section 11.05.020 of the City Municipal Code limits the hours of construction to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and to 7:00 a.m. and 6:00 p.m. during the months of October through May, when construction activities are located within a quarter-mile from an inhabited dwelling.

E. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to noise within the City. The specific policies outlined in the City's General Plan that are related to noise and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Subsection 4.10, *Land Use and Planning*.

4.11.4 METHODOLOGY

The Project-specific Noise and Vibration Impact Analysis (EIR *Technical Appendix I*) evaluates the significance of Project-related noise and vibration impacts using the City of Jurupa Valley noise standards and the applicable standards from the FTA Transit Noise and Vibration Impact Assessment.



The FTA Transit Noise and Vibration standards have been used in past CEQA documents by the City. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) along with traffic volumes calculated from the Project-specific *Traffic Impact Analysis* (EIR *Technical Appendix I*) were used to evaluate traffic-related noise conditions along roadway segments in the Project site's vicinity. Two short-term (20 minute) noise level measurements and one long-term (24-hour) measurement to document the existing noise environment in the area were conducted for the Project.

4.11.5 THRESHOLDS OF SIGNIFICANCE

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

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

Based on Guidelines for the Implementation of the California Environmental Quality Act, Appendix G, Public Resource Code Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The noise and vibration standards applicable to the Project include the criteria in the Noise Element of the City of Jurupa General Plan, the City's Municipal Code, and the FTA's Transit Noise and Vibration Impact Assessment Manual.

A. Construction-Generated Noise Impacts

Because the City of Jurupa Valley Municipal Code does not have a numerical threshold to regulate noise levels generated by construction activities, the detailed assessment criteria for construction noise in the FTA Transit Noise and Vibration Impact Assessment was used. For residential land uses, the daytime and nighttime 8-hour standards are 80 dBA Leq and 70 dBA Leq, respectively.



Additionally, Section 11.10.020 of the City of Jurupa Valley Municipal Code limits the hours of construction to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and to 7:00 a.m. and 6:00 p.m. during the months of October through May, when the construction activities are located within one-quarter of a mile from an inhabited dwelling.

B. Operational Noise Impacts

The Project site is within the AMIC Specific Plan area. The AMIC Specific Plan has established an exterior noise standard of 55 dBA and 50 dBA for residentially zoned property within the specific plan area during daytime (7:00 a.m. and 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. During operation of the Project, a significant noise-related impact would occur if:

Project operational noise at a noise-sensitive receptor exceeds:

- The noise standard for that receiving land use for a cumulative period of more than 30 minutes in any hour;
- The noise standard plus 5dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; and
- The noise standard plus 20 for any period of time.

It is widely accepted that the average healthy human ear can barely perceive noise level changes of 3 dBA. As this is generally the lowest noise level increase perceptible to the human ear, it constitutes a conservative threshold for determining an audible increase in the ambient noise level as the result of a project. (LSA, 2020d)

C. Vibration Impacts

A significant vibration-related impact would occur if the Project would expose a vibration-sensitive receptor to vibration levels that exceed 0.2 in/sec PPV (or 94VdB) during either long-term operation or construction of the Project (LSA, 2020d).



4.11.6 IMPACT ANALYSIS

Threshold a: *Would the Project generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.11-1 In order to ensure compliance with General Plan Policy NE 3.4 Construction Equipment. Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

PPP 4.11-2 In order to ensure compliance with General Plan Policy NE 3.5 Construction Noise. Limit commercial construction activities 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 between 9:00 a.m. and 3:00 p.m.

2. Project Design Features (PDFs)

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

B. Impact Analysis

1. Short-Term Construction Noise Impacts

Short-term noise impacts would be associated with site preparation, grading, building erection, and tenant improvements within the building. Construction-related short-term noise levels would be higher than existing ambient noise levels in the vicinity of the Project; however, construction-related increases in noise would no longer occur once construction of the project is complete.

Two types of short-term noise impacts could occur during construction on the Project site. First, construction crew commutes and the transport of construction equipment and materials would incrementally increase noise levels on access roads leading to the Project site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing



trucks at 50 ft would generate up to a maximum of 84 dBA), the effect on longer-term (hourly or daily) ambient noise levels would be small.

The building construction phase would generate the most trips out of all of the construction phases, at 60 vehicles per hour (596 vehicles per day). Roadways that would be used to access the Project site are Hall Avenue and Agua Mansa Road, which have estimated existing hourly/daily traffic volumes near the site of 109/1,088 and 1,345/13,448, respectively. Construction-related traffic would increase traffic noise levels by 1.9 dBA along Hall Avenue and 0.2 dBA along Agua Mansa Road. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment; therefore, short-term construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building erection, and tenant improvements within the building. Construction is performed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated as well as the noise levels on the Project site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.11-5, *Typical Construction Equipment Noise Levels*, lists construction noise levels (L_{max}) included in the FHWA Highway Construction Noise Handbook (2006), based on a distance of 50 ft between the equipment and a noise receptor.

Construction of the proposed project is expected to require the use of scrapers, dozers, water trucks, and pickup trucks during the noisiest construction phase. Noise associated with the use of each type of construction equipment for the noisiest construction phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 ft from the active construction area.



Table 4.11-5 Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor ¹	Maximum Noise Level (L _{max}) at 50 Feet ²
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: FHWA Highway Construction Noise Handbook, Table 9.1 (FHWA 2006).

Note: The noise levels reported in this table are rounded to the nearest whole number.

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the “Big Dig” project.

CA/T = Central Artery/Tunnel

L_{max} = maximum instantaneous noise level

FHWA = Federal Highway Administration

As shown in Table 4.11-5, scrapers and dozers generate approximately 85 dBA L_{max} at 50 ft and water trucks and pickup trucks generate approximately 55 dBA L_{max} at 50 ft; pickup trucks generate approximately 55 dBA L_{max} at 50 ft. In the event the above listed construction equipment was in use at the same time in the same location, the active construction areas would result in approximately 88 dBA L_{max} at a distance of 50 ft. Construction noise levels would be 84 dBA L_{eq} at a distance of 50 ft with a usage factor of 40 percent for each piece of construction equipment.

Existing land uses in the vicinity of the Project may be subject to noise generated by on-site construction activities. The nearest residential property line boundary is located approximately 50 ft north of the Project site and would be subject to short-term noise, reaching 88 dBA L_{max} or 84 dBA L_{eq} or greater at the property line. This noise level would exceed the FTA’s daytime and nighttime 8-hour construction noise criteria of 80 dBA L_{eq} and 70 dBA L_{eq}, respectively. However, it should be noted that many of residential properties are non-conforming and operate industrial activities, including vehicle and truck storage.



Other residences in the vicinity of the Project are located farther away and would be subject to a reduced short-term construction noise when compared to the residences north of the Project site. Compliance with the various permissible construction hours identified in the AMIC Specific Plan, the City's Municipal Code, and the San Bernardino County Code of Ordinances would be required, limiting construction to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. In addition, Policy NE 3.5 of the Jurupa Valley General Plan Noise Element would limit commercial construction activities adjacent to or within 200 ft of residential uses to weekdays and would limit high-noise-generating construction activities (e.g., grading, demolition) near sensitive receptors to 9:00 a.m. to 3:00 p.m., Monday through Friday, excluding federal holidays. Even with these measures short-term construction noise impacts would be potentially significant.

2. Long-Term Traffic Noise Impacts

Table 4.11-6, *Existing Traffic Noise Levels Without and With Project*, Table 4.11-7, *Opening Year Traffic Noise Levels Without and With Project*, and Table 4.11-8, *Cumulative Opening Year Traffic Noise Levels Without and With Project*, list the traffic noise levels for the Existing (2018), Opening Year (2022), and Cumulative Opening Year (2022) baseline and with Project scenarios, respectively. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix A of the *Noise and Vibration Analysis*, which is included as *Technical Appendix I* to this EIR.

Off-site Project-related traffic noise impacts would occur with a project-related traffic noise increase of 3 dBA or greater. As previously mentioned, a noise level change of 3 dBA or less is generally considered to be below the threshold of noticeable hearing. Table 4.11-6, Table 4.11-7, and Table 4.11-8 show that the proposed Project would result in a traffic noise increase of up to 0.3 dBA along Agua Mansa road and up to 3.4 dBA along Hall Avenue in the vicinity of the Project. Although the Project could result in a noise increase greater than 3 dBA along segments of Hall Avenue between Project Driveway 3/Brown Avenue and Agua Mansa Road in the Existing Year (2018) and Opening Year (2022) scenarios, no off-site traffic noise impacts would occur because there are no noise-sensitive uses along Hall Avenue east of Project Driveway 1. Therefore, impacts associated with an increase in ambient noise due to traffic is considered less than significant.

3. Long-Term Stationary Source Noise Impacts

Potential long-term noise impacts would be associated with stationary sources proposed on the Project site. Stationary noise sources from the proposed Project include on-site truck delivery, truck loading and unloading activities, heating, ventilation, and air conditioning (HVAC) noise, and parking lot activities. The hours of operation for the proposed building are not known; therefore, the buildings expected to operate during nighttime hours (10:00 p.m. to 7:00 a.m.). Further discussion on the potential long-term noise impacts from stationary noise sources are discussed below.



Table 4.11-6 Existing Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Agua Mansa Road between Riverside Avenue and Hall Avenue	13,448	137	292	628	74.3	13,636	139	295	634	74.3	0.0
Agua Mansa Road between Hall Avenue and Brown Avenue	11,948	127	270	580	73.8	12,552	131	279	599	74.0	0.2
Agua Mansa Road between Brown Avenue and A. Nelson Driveway	10,362	115	246	528	73.6	11,231	121	259	557	73.9	0.3
Agua Mansa Road between A. Nelson Driveway and Market Street	12,952	133	285	612	74.6	13,821	139	297	639	74.8	0.2
Hall Avenue west of Project Driveway 1	1,080	< 50	< 50	< 50	57.1	1,520	< 50	< 50	< 50	58.6	1.5
Hall Avenue between Project Driveway 1 and Project Driveway 2	1,080	< 50	< 50	< 50	56.6	1,810	< 50	< 50	58	58.9	2.3
Hall Avenue between Project Driveway 2 and Project Driveway 3/Brown Avenue	1,080	< 50	< 50	< 50	56.6	2,030	< 50	< 50	62	59.4	2.8
Hall Avenue between Project Driveway 3/Brown Avenue and Project Driveway 4	1,090	< 50	< 50	< 50	56.7	2,240	< 50	< 50	66	59.8	3.1
Hall Avenue between Project Driveway 4 and Hall Avenue	1,100	< 50	< 50	< 50	56.7	2,370	< 50	< 50	69	60.1	3.4

Bold = traffic noise increase of 3 dBA or greater

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

Source: (LSA, 2020d)

dBA = A-weighted decibels

ft = feet



Table 4.11-7 Opening Year Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Agua Mansa Road between Riverside Avenue and Hall Avenue	14,524	144	307	661	74.6	14,712	146	310	666	74.7	0.1
Agua Mansa Road between Hall Avenue and Brown Avenue	12,904	134	284	611	74.1	13,478	138	293	629	74.3	0.2
Agua Mansa Road between Brown Avenue and A. Nelson Driveway	11,191	121	258	556	73.9	12,060	127	272	584	74.2	0.3
Agua Mansa Road between A. Nelson Driveway and Market Street	13,988	140	300	645	74.9	14,857	146	312	671	75.2	0.3
Hall Avenue west of Project Driveway 1	1,170	< 50	< 50	< 50	57.5	1,610	< 50	< 50	53	58.9	1.4
Hall Avenue between Project Driveway 1 and Project Driveway 2	1,170	< 50	< 50	< 50	57.0	1,900	< 50	< 50	60	59.1	2.1
Hall Avenue between Project Driveway 2 and Project Driveway 3/Brown Avenue	1,165	< 50	< 50	< 50	57.0	2,115	< 50	< 50	64	59.6	2.6
Hall Avenue between Project Driveway 3/Brown Avenue and Project Driveway 4	1,175	< 50	< 50	< 50	57.0	2,325	< 50	< 50	68	60.0	3.0
Hall Avenue between Project Driveway 4 and Hall Avenue	1,190	< 50	< 50	< 50	57.1	2,460	< 50	< 50	70	60.2	3.1

Bold = traffic noise increase of 3 dBA or greater

ADT = average daily traffic

CNEL = Community Noise Equivalent Level

Source: (LSA, 2020d)

dBA = A-weighted decibels

ft = feet



Table 4.11-8 Cumulative Opening Year Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					Increase from Baseline Conditions
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	
Agua Mansa Road between Riverside Avenue and Hall Avenue	19,350	174	372	800	75.9	19,538	175	374	805	75.9	0.0
Agua Mansa Road between Hall Avenue and Brown Avenue	17,154	161	343	738	75.3	17,728	164	351	755	75.5	0.2
Agua Mansa Road between Brown Avenue and A. Nelson Driveway	16,101	154	329	708	75.5	16,970	159	341	733	75.7	0.2
Agua Mansa Road between A. Nelson Driveway and Market Street	19,104	172	369	793	76.2	19,973	177	380	817	76.4	0.2
Hall Avenue west of Project Driveway 1	2,620	< 50	< 50	72	61.0	3,060	< 50	< 50	79	61.7	0.7
Hall Avenue between Project Driveway 1 and Project Driveway 2	2,620	< 50	< 50	73	60.5	3,350	< 50	< 50	85	61.6	1.1
Hall Avenue between Project Driveway 2 and Project Driveway 3/Brown Avenue	2,615	< 50	< 50	73	60.5	3,565	< 50	< 50	89	61.8	1.3
Hall Avenue between Project Driveway 3/Brown Avenue and Project Driveway 4	2,575	< 50	< 50	72	60.4	3,725	< 50	< 50	91	62.0	1.6
Hall Avenue between Project Driveway 4 and Hall Avenue	2,590	< 50	< 50	72	60.4	3,860	< 50	< 50	93	62.2	1.8

ADT = average daily traffic
CNEL = Community Noise Equivalent Level
Source: (LSA, 2020d)

dBA = A-weighted decibels
ft = feet



Truck Delivery and Truck Loading and Unloading Activities

Delivery trucks and truck loading/unloading activities (including forklift) operations for the proposed Project site would result a noise level of 85 dBA L_{max} at 50 ft, as shown in Table 4.11-5. Although typical truck loading and unloading processes take an average of 15 to 20 minutes, this maximum noise level occurs in a much shorter period of time (i.e., just a few minutes). In addition, the CARB has adopted a regulation that requires that all truck idling be limited to 5 minutes or less. Therefore, it is not expected that truck loading/unloading activities on site would last for more than 5 minutes for each truck trip.

The outdoor use area of the nearest residence within the City of Jurupa Valley is located approximately 480 ft from the nearest loading dock which is on the northwest side of Building A. The distance attenuation would provide a noise level reduction of 20 dBA. Additionally, the existing 8 ft high masonry and proposed 7 ft masonry wall along the Project site’s northern boundary would provide a minimum 5 dBA noise level reduction. Based on the above, noise generated from truck loading/unloading activities at the closest residence would be reduced to 60 dBA L_{max} or lower (85 dBA – 20 dBA – 5 dBA = 60 dBA), as shown in Table 4.11-9, *Summary of Truck Delivery and Truck Loading/Unloading Activity Noise Levels*. This noise level would not exceed the AMIC Specific Plan exterior daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 a.m. to 7:00 p.m.) 5-minute noise standard of 65 and 60 dBA, respectively, for residential uses.

Table 4.11-9 Summary of Truck Delivery and Truck Loading/Unloading Activity Noise Levels

Land Use	Direction	Location	Distance from Loading Dock(s) (ft)	Reference Noise Level (dBA L_{max}) at 50 ft	Distance Attenuation (dBA)	Shielding (dBA)	Maximum Noise Level (dBA L_{max})
Residential	North	AMIC, Jurupa Valley	480	85	20	5	60
Residential	Northeast	AMIC, San Bernardino County	990, 1245	85	26, 28	5, 10	54, 47
Industrial	Southeast	AMIC, San Bernardino County	335	85	17	10	58

AMIC = Agua Mansa Industrial Corridor
dBA L_{eq} = average A-weighted hourly noise level
dBA L_{max} = maximum A-weighted instantaneous sound level
ft = foot/feet
 L_{max} = maximum instantaneous noise level
Source: (LSA, 2020d)

The outdoor use area of the closest residence within San Bernardino County is located approximately 990 ft from the nearest loading dock of Building A and 1,245 ft from the closest proposed loading dock of Building B. The distance attenuation would provide noise level reductions of 26 and 28 dBA, respectively, and the shielding provided by the structure of the project buildings would provide 5 and



10 dBA noise level reductions. Noise generated from truck loading/unloading activities at the closest residence within San Bernardino County would be reduced to 54 dBA L_{max} (85 dBA – 26 dBA – 5 dBA = 54 dBA) and 47 dBA L_{max} (85 dBA – 28 dBA – 10 dBA = 47 dBA), respectively. These noise levels would not exceed the AMIC Specific Plan exterior daytime and nighttime 5-minute noise standard of 65 and 60 dBA, respectively, for residential uses. In addition, these noise levels would not exceed the County of San Bernardino’s exterior daytime and nighttime 5-minute noise standard of 75 and 65 dBA, respectively, for residential uses.

The nearest industrial use to the proposed truck loading docks are located approximately 335 ft from the nearest proposed truck loading dock (Building B) within San Bernardino County. The distance attenuation would provide noise level reduction of 17 dBA and the shielding provided by the structure of the project building would provide a minimum noise reduction of 10 dBA. Noise generated from truck loading/unloading activities at the closest industrial use would be reduced to 58 dBA L_{max} . This noise level would not exceed the County of San Bernardino’s exterior daytime and nighttime 5-minute noise standard of 80 dBA for industrial land uses.

Based on the foregoing analysis, long-term stationary source noise impacts from truck delivery and truck loading/unloading activities would be less than significant and no mitigation is required.

HVAC Noise

The proposed Project would include rooftop HVAC equipment and would generate noise levels ranging from 75 to 82 dBA L_{eq} at 3 ft (LSA, 2020d). It is assumed that, as a worst-case scenario, HVAC equipment would operate 24 hours per day.

The outdoor use area of the nearest residence within the City of Jurupa Valley is located approximately 465 ft from the nearest potential HVAC unit which is on the northwest corner of Building A. The distance attenuation would provide a noise level reduction of 44 dBA, and the roofline and parapet would provide a 5 dBA noise level reduction. Based on the above discussion, HVAC noise at the closest residence would be reduced to 33 dBA L_{eq} (82 dBA – 44 dBA – 5 dBA = 33 dBA). This noise level would not exceed the AMIC Specific Plan exterior daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) 30-minute noise standard of 55 and 50 dBA, respectively, for residential uses.

The outdoor use area of the nearest residence in San Bernardino County is located approximately 910 ft from the nearest potential HVAC unit which is on the northwest corner of Building A. The distance attenuation would provide a noise level reduction of 50 dBA, and the roofline and parapet would provide a 5 dBA noise level reduction. Based on the above, HVAC noise at the closest residence would be reduced to 27 dBA L_{eq} (82 dBA – 50 dBA – 5 dBA = 27 dBA) and would not exceed the AMIC Specific Plan exterior daytime and nighttime 30-minute (L_{50}) noise standard of 55 and 50 dBA, respectively, for residential uses. In addition, this noise level would also not exceed the County of San



Bernardino's exterior daytime and nighttime 30-minute noise standard of 55 and 45 dBA, respectively, for residential land uses.

The nearest industrial use in San Bernardino County is located approximately 190 ft from the nearest potential HVAC unit on Building B. The distance attenuation would provide a noise level reduction of 36 dBA, and the roofline and parapet would provide a 5 dBA noise level reduction. The reduced noise level of 41 dBA Leq ($82 \text{ dBA} - 36 \text{ dBA} - 5 \text{ dBA} = 41 \text{ dBA}$) would not exceed the County of San Bernardino's exterior daytime and nighttime 30-minute noise standard of 70 dBA for industrial uses.

Based on the foregoing analysis, the proposed Project would result in less than significant impacts associated with HVAC noise and no mitigation is required.

Parking Lot Noise

Noise generated from parking activities would include vehicles traveling at slow speeds, engine start-up noise, vehicle idling, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 ft. Noise levels generated from parking activities are intermittent in nature.

The outdoor use area of the nearest residence within the City of Jurupa Valley is approximately 720 ft from proposed surface parking lot on the west side of Building B and approximately 740 ft from the proposed surface parking lot to the south and west of Building A. At a distance of 720 ft and 740 ft, noise would be attenuated by 23 dBA compared to the noise level measured at 50 ft from the source. The existing 8 ft high masonry and proposed 7 ft masonry wall along the Project site's northern boundary would provide a minimum 5 dBA noise level reduction. Additionally, the proposed buildings would provide a further 5 dBA and 3 dBA noise level reduction from the activities at the Building B western parking lot and the Building A parking lot, respectively. Noise levels at the outdoor use area of the closest residence generated by parking lot activities would reach 39 dBA L_{max} ($70 \text{ dBA} - 23 \text{ dBA} - 5 \text{ dBA} - 3 \text{ dBA} = 39 \text{ dBA}$) and 37 dBA L_{max} ($70 \text{ dBA} - 23 \text{ dBA} - 5 \text{ dBA} - 5 \text{ dBA} = 37 \text{ dBA}$) from the Building A southwestern parking lot and the Building B western parking lot, respectively. Intermittent noise levels from parking activities would not exceed the AMIC Specific Plan exterior daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 a.m. to 7:00 p.m.) maximum anytime noise standard of 75 and 70 dBA L_{max} , respectively, for residential uses.

The outdoor use area of the nearest residence within the County of San Bernardino is approximately 940 ft from the proposed surface parking lot on the west side of Building B. Exterior noise levels of 45 dBA L_{max} after a distance attenuation of 25 dBA and no shielding ($70 \text{ dBA} - 25 \text{ dBA} = 45 \text{ dBA}$) would be experienced at the nearest residence within the County of San Bernardino. The exterior noise level of 45 dBA L_{max} would not exceed the AMIC Specific Plan exterior daytime and nighttime maximum anytime noise standard of 75 dBA and 70 dBA L_{max} , respectively, for residential uses. In addition, this noise level would not exceed the County of San Bernardino's exterior daytime and nighttime maximum anytime noise standard of 75 and 65 dBA L_{max} , respectively, for residential uses.



The closest industrial uses in the County of San Bernardino is approximately 235 ft and 130 ft from the proposed surface parking on the east side of Building B. Industrial uses would be exposed to noise levels of 57 dBA L_{max} ($70 \text{ dBA} - 13 \text{ dBA} = 57 \text{ dBA}$) and 62 dBA L_{max} ($70 \text{ dBA} - 8 \text{ dBA} = 62 \text{ dBA}$) after distance attenuations of 13 and 8 dBA, respectively. These noise levels would not exceed the County of San Bernardino's exterior daytime and nighttime maximum anytime noise standard of 90 dBA L_{max} for industrial uses. Therefore, off-site noise impacts are less than significant and no mitigation is required.

Conclusion (Long-Term Stationary Source)

Based on the foregoing analysis, the Proposed project would not result a substantial temporary or permanent increase in noise levels associated with stationary source, on-site truck delivery, truck loading and unloading activities, heating, ventilation, and air conditioning (HVAC) noise, and parking lot activities. The Project would not exceed standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Project plus ambient noise levels are predicted to remain below 65 dBA L_{eq} , therefore resulting in a less than significant impact. This impact is determined to be less than significant and no mitigation is required.

C. Significance Before Mitigation

Potentially significant impacts relating to short-term construction noise.

D. Mitigation Measures

MM 4.11-1 Prior to issuance of demolition, grading and/or building permits, a note shall be provided on construction plans indicating that during grading, demolition, and construction, the Project Applicant shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- The project construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday. Construction is prohibited outside these hours or at any time on Sunday or a federal holiday.
- The project construction contractor shall limit high-noise-generating construction activities (e.g., grading, demolition, or pile driving) within 200 ft of residential uses from 9:00 a.m. to 3:00 p.m., Monday through Friday. High-noise-generating construction activities are prohibited outside these hours or at any time on Sunday or a federal holiday.
- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.



- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.
- The project construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.
- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible.
- The project construction contractor shall place a temporary construction barrier with a minimum height of 12 ft along the northern construction boundary such that the line-of-sight from ground-level construction equipment and sensitive receptors would be blocked. The temporary construction barrier may be a 0.5-inch thick plywood fence or another material that has a minimum Sound Transmission Class (STC) rating of 28.

E. Significance After Mitigation

Less than significant with mitigation incorporated.

Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.11-1 and PPP 4.11-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to noise. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

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



B. Impact Analysis

1. Short-Term Construction Vibration Impacts

Ground-borne noise and vibration from construction activity would be mostly low to moderate. Table 4.11-10, *Vibration Source Amplitudes for Construction Equipment*, shows the reference vibration levels at a distance of 25 ft for each type of standard construction equipment from the FTA’s Transit Noise and Vibration Impact Assessment Manual. The proposed Project would use large bulldozers, loaded trucks, and jackhammers that would generate ground-borne vibration of up to 87 VdB when measured at 25 ft. This range of groundborne vibration levels would dissipate with distance from the Project site (LSA, 2020d).

Table 4.11-10 Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 ft	
	PPV (in/sec)	L _v (VdB) ¹
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

¹ RMS vibration velocity in decibels (VdB) are 1 μin/sec.

² Equipment shown in **bold** is expected to be used on site.

Source: (LSA, 2020d)

The nearest building structure to the Project construction boundary is a masonry industrial structure located approximately 10 ft to the north. A vibration level at 10 ft is 12 VdB higher than the vibration level at 25 ft. Table 4.11-11, *Summary of Construction Equipment and Maximum Vibration Levels*, shows that vibration at this structure would reach 99 VdB (or 0.191 PPV [in/sec]) (87 VdB + 12 VdB = 99 VdB). This ground-borne vibration level would exceed the FTA damage threshold of 98 VdB (0.3 PPV [in/sec]) and is considered a potentially significant impact



Table 4.11-11 Summary of Construction Equipment and Maximum Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level (VdB) at 25 Ft	Reference Vibration Level (PPV) at 25 Ft	Distance (ft) ¹	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV)
Industrial	North	Large bulldozers	87	0.089	10	99	0.191
		Loaded trucks	86	0.076	10	98	0.164
Storage	North	Large bulldozers	87	0.089	40	81	0.044
		Loaded trucks	86	0.076	40	80	0.038
Residential	North	Large bulldozers	87	0.089	460	49	0.001
		Loaded trucks	86	0.076	460	48	0.001

¹ Distances reflect the nearest structure of each land use category to the nearest project construction boundary. All other structures of each land use category would experience lower vibration levels.

Note: The FTA-recommended building damage threshold is 90 VdB (or 0.12 PPV [in/sec]) at the receiving fragile storage structure, 94 VdB (0.2 PPV [in/sec]) at the receiving non-engineered timber and masonry residential structure and 98 VdB (0.3 PPV [in/sec]) at the receiving engineered concrete and masonry building industrial structure.

ft = foot/feet

FTA = Federal Transit Administration

PPV = peak particle velocity

VdB = vibration velocity decibels

Source: (LSA, 2020d)

The nearest non-engineered or “fragile” building structure to the Project construction boundary is a storage shed located approximately 40 ft to the north. A vibration level at 40 ft is 6 VdB lower than the vibration level at 25 ft. As shown in Table 4.11-11, ground-borne vibration levels at this structure would reach up to 81 VdB (or 0.044 PPV [in/sec]) (87 VdB - 6 VdB = 81 VdB). This vibration level would not exceed the threshold of 94 VdB (or 0.12 PPV [in/sec]) that would potentially damage vibration-sensitive buildings; therefore, short-term construction vibration impacts to non-engineered or fragile building structures is less than significant.

The nearest residential structure to the Project construction boundary is located approximately 460 ft to the north. A vibration level at 460 ft is 38 VdB lower than the vibration level at 25 ft. As shown Table 4.11-11, ground-borne vibration levels at this structure would reach up to 49 VdB (87 VdB - 38 VdB = 49 VdB). This ground-borne vibration level would not exceed the vibration threshold of 72 VdB that would result in annoyance or interfere with sleep at residential land uses. In addition, this vibration level would not exceed the threshold of 94 VdB (or 0.2 PPV [in/sec]) that would potentially damage non-engineered timber and masonry buildings. Therefore, short-term construction vibration impacts to residential structures is less than significant.

C. Significance Before Mitigation

Potentially significant.



D. Mitigation Measures

MM 4.11-2 The construction contractor shall restrict use of heavy equipment (e.g., large tracked bulldozers or loaded trucks) or use light construction equipment (e.g. small rubber tire bulldozers or pickup trucks) within 15 ft from the northern Project construction boundary.

E. Significance After Mitigation

Implementation of MM N-2 would limit the use of heavy equipment (e.g., large tracked bulldozers or loaded trucks) or use of light construction equipment (e.g. small rubber tire bulldozers or pickup trucks) within 15 ft from the northern Project construction boundary. This limitation would reduce construction vibration levels to below the FTA's vibration damage threshold. Therefore, ground-borne vibration impacts at the nearest industrial structure, located 10 ft to the north of the Project construction boundary, would be less than significant with implementation of MM N-2.

Threshold c: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs that pertain to airport noise.

2. Project Design Features (PDFs)

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

B. Impact Analysis

As previously noted, Flabob Airport (RIR) is located approximately 3.2 miles southwest of the Project site, and San Bernardino International Airport (SBD) is located approximately 8 miles northeast of the Project site. The Project site is not located within the 65 dBA CNEL noise contours of these airports (LSA, 2020d). In addition, the Project site is not located within the vicinity of a private airstrip. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. No impacts would occur and no mitigation is required.



C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.11.7 CUMULATIVE IMPACT ANALYSIS

A. Construction-Related Noise Impacts

Construction activities associated with the Project, especially activities involving heavy construction equipment would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. The peak noise level anticipated during construction activities would occur during earthmoving activities. The Project's daytime construction activities would reach up to 88 dBA L_{eq} at a distance of 50 feet. In the event that construction activities occur on any properties surrounding the Project site simultaneously with Project-related construction activities and that also contribute construction noise to the residences located immediately north of the Project site, the construction activities associated with the Project would result in a cumulative contribution of increased noise levels at the nearest residences.

It should be noted that the closest cumulative project to the Project site include two development projects, Panattoni I-10 project and Rialto Fulfillment Center 3 project, located north of the Project site and are located immediately west and north of the existing residences, respectively. While these projects have been considered for the purposes of potential cumulative impact, it is anticipated that these projects would be completed prior to implementation of the Project. The Panattoni I-10 project is located approximately 0.28-mile northwest of the Project site and the Rialto Fulfillment Center 3 project is located approximately 0.23 mile north of the Project site. However, the proposed Project would be constructed within the hours identified in the City's noise ordinance that are exempted from noise standards. Additionally, the proposed Project with mitigation measures were determined to result in less than significant impacts associated with construction-related noise impacts; therefore, the Project is not expected to result in a cumulatively considerable contribution of construction noise that would result in a significant impact. Accordingly, the Project's short-term construction-related noise impacts would not result in a cumulatively considerable short-term impact.

B. Stationary Noise Impacts

The Project would not generate a daytime operational noise level that exceeds the AMIC Specific Plan's, County of San Bernardino's, or the City of Jurupa Valley's exterior daytime or nighttime noise



standards. As identified above, noise impacts from stationary noise sources would be less than significant. Because other development projects in the Project area would also be subject the City's, County's, and AMIC Specific Plan daytime noise standards, there would be no potential for cumulatively considerable stationary noise impacts to occur.

C. Transportation-Related Noise Impacts

As shown in the analysis and Table 4.11-6, Table 4.11-7, and Table 4.11-8, above, future traffic associated with the Project, along with cumulative traffic, would not increase noise levels along surrounding roadway segments by more than the 3 dBA CNEL threshold. Therefore, off-site traffic noise impacts would be less than significant on a cumulative basis.

D. Ground-Borne Vibration or Ground-Borne Noise

The proposed Project's construction activities would not include or require equipment, facilities, or activities that would result in substantial levels of ground-borne vibration levels that would exceed the applicable FTA maximum acceptable vibration standard for sensitive receptors or reach levels that would potentially damage vibration-sensitive buildings; however, Project construction would exceed the FTA maximum acceptable vibration standard for engineered concrete or masonry buildings. Implementation of MM-N-1 would reduce the impact to less than significant. Therefore, the Project's vibration-associated construction impacts would be less than significant. Moreover, no cumulative projects have been identified in the immediate vicinity of the proposed Project that would include substantial levels of ground-borne vibration during the Project's construction period. As previously discussed, the nearest cumulative project to the Project site is located approximately 0.23 mile north. Therefore, the potential for the Project to generate cumulatively considerable levels of ground-borne vibration would be less than significant.

Under long-term conditions, the operational activities of the proposed Project would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. Trucks would travel to and from the Project site on surrounding roadways; however, vibration levels for heavy trucks operating at the posted speed limits on smooth, paved surfaces as is expected on the Project site and surrounding roadways, are typically below the human threshold of perception (65 VdB) and therefore below the FTA maximum acceptable vibration standard of 80 (VdB). Accordingly, long-term operation of the Project would not expose people to or generate excessive ground-borne vibration or ground-borne noise levels when considered in conjunction with other cumulative projects. For this reason, impacts would be less than cumulatively considerable.

E. Airport Noise

The Project is not located within a 65 CNEL contour for any airport in the vicinity; therefore, the Project would not result in a cumulatively considerable impact associated with airport noise.



4.12 TRANSPORTATION

The following analysis is based on a traffic impact analysis (TIA) prepared by LSA Associates, Inc. (hereafter, LSA) titled Traffic Impact Analysis Agua Mansa Industrial Project (Case Number: MA 18008) City of Jurupa Valley Riverside County, California, dated September 2020. A copy of the TIA report is included as *Technical Appendix J* to this EIR. As directed by the City of Jurupa Valley, the TIA was prepared in accordance with the City of Jurupa Valley's *Traffic Impact Analysis Preparation Guide*, requirements identified by the City's Engineering Department, requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA), and consultation with City staff during the scoping agreement process. All references used in this Subsection are listed in EIR Section 7.0, *References*.

Although not required for CEQA purposes, a level of service (LOS) analysis was prepared and is included as part of the TIA (*Technical Appendix J*).

4.12.1 EXISTING CONDITIONS

A. Existing Circulation Network as it Applies to Pedestrian, Bicycle, and Transit

The geographic area that was evaluated for Project-related effects to the transportation and circulation network is defined as follows (hereafter referred to as the "Project Study Area" or "Study Area"). The Study Area, shown on Figure 1-3 of the TIA (*Technical Appendix J*) is located within a well-established multi-modal transportation network maintained by Caltrans, San Bernardino County and the cities of Jurupa Valley, Rialto, Colton, and Riverside.

1. Transit Service

The Study Area is served by Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The nearest public transit is Route 29 (approximately 0.1-mile southwest of the Project site), which runs along Rubidoux Boulevard from Market Street to Tilton Avenue and along Market Street from Rubidoux Boulevard downtown Riverside.

2. Pedestrian, Bicycle, and Equestrian Framework

Field observations conducted by LSA in October 2018 indicate nominal pedestrian and bicycle activity within the Study Area. The nearest pedestrian facility (i.e., sidewalk) is located along the south side of Hall Ave, beginning from the southern-most point of the Project site and continuing in a northwest direction. The sidewalk along Hall Ave abuts the northwest corner of the Project site (City of Jurupa Valley, 2017a). There are no bicycle or equestrian facilities within the Project Study Area (City of Jurupa Valley, 2018) (City of Jurupa Valley, 2017a, Figure 3-17).



4.12.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to transportation. Additionally, no comments related to transportation were received during the public scoping period.

4.12.3 REGULATORY FRAMEWORK

There are no federal regulations that are applicable to the topic of transportation in the City of Jurupa Valley. The following is a brief description of the State, regional, and local environmental laws and related regulations associated with transportation.

A. State Policies

1. Senate Bill 743 and VMT-Based Analyses

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA Guidelines regarding the analysis of transportation impacts. As one appellate court explained: “During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy...” (Covina Residents for Responsible Development v. City of Covina (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Id., subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project’s transportation impacts. With the California Natural Resources Agency’s certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

B. Regional Policies

1. SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG’s regional authority. On April 7, 2016, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* with goals to: 1) preserve the existing transportation system; 2) expand the regional transit system; 3) expand passenger rail; 4) improve



highway and arterial capacity; 5) manage demands on the transportation system; 6) optimize the performance of the transportation system; 7) promote forms of active transportation; 8) strengthen the regional transportation network for goods movement; 9) leverage technology; 10) improve airport access; and 11) focus new growth around transit.

The RTP/SCS is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. SCAG's Regional Council adopted the 2020-2045 RTP/SCS (referred to as "Connect SoCal") and its associated Program EIR on May 7, 2020 for federal transportation conformity purposes only. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Because Connect SoCal is not entirely adopted, the 2016 RTP/SCS goals and 2016 Program EIR are still valid until the full adoption of Connect SoCal and recertification of the associated Program EIR, which is anticipated to be in September 2020. Because the goals of the 2016 RTP/SCS are still valid at the time this EIR is being prepared, SCAG recommends completing a Project consistency analysis for goals outlined in the 2016 RTP/SCS and Connect SoCal (Au, 2020).

C. Local Policies

1. City of Jurupa Valley General Plan Mobility Element

The General Plan Mobility Element identifies the circulation facilities located in the vicinity of the Project site; discusses planned circulation system improvements in the vicinity of the Project site; and issues standards for the design and construction of new roadways within the City. To help meet projected future traffic and pedestrian demands and achieve balanced growth, the City has adopted specific transportation-related goals and policies that serve as the basis for their Mobility Element. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project and are listed in Table 4.10-1, *General Plan Consistency Analysis*, of Subsection 4.10, *Land Use and Planning*, of this Draft EIR.

2. City of Jurupa Valley Traffic Impact Analysis Guidelines

The City of Jurupa Valley Traffic Impact Analysis Guidelines provide general instructions for analyzing the potential transportation impacts of proposed development projects. The guidelines present the recommended format and methodology that should generally be utilized in the preparation of TIAs. The recommendations are based on the City's General Plan Standards with updates to comply with SB 743.

3. City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians

The City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians was developed to provide Jurupa Valley with planning guidance for bicycling and walking improvements throughout the City. Numerous environmental, health, and economic benefits are attributable to bicycling and walking, especially as substitutes for travel by motor vehicle. The City of Jurupa Valley Circulation



Master Plan for Bicyclists and Pedestrians provides guidance for the development of active transformation infrastructure, programs, and policies for Jurupa Valley (City of Jurupa Valley, 2018).

4.12.4 METHODOLOGY

1. *Consistency with Adopted Plans and Policies*

The City of Jurupa Valley aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City focuses on mobility corridors, which encompasses single or multiple transportation routes and facilities (such as thoroughfares, sidewalks, trails, parkways, public transit, and railroads), rather than focusing primarily on streets and roadways. The City's adopted transportation-related plans and policies affirm that streets ought to be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled.

2. *VMT: Evaluation Criteria and Methodology*

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines were removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. As of August 20, 2020, the City of Jurupa Valley updated their TIA guidelines.

The Riverside County Transportation Analysis Model (RIVTAM) has been used to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA guidelines. The Project land use was converted into model socioeconomic categories using the Riverside County General Plan socioeconomic build-out assumptions and methodology. One additional zone was added to the model for the Project and updated with the socioeconomic data developed for the proposed Project land use.

RIVTAM socioeconomic database for both base (2012) and cumulative (2040) scenarios were updated with the Project socioeconomic data to calculate VMT for plus project conditions. Given the Project is industrial land use, as per the City's TIA Guidelines, Project VMT per employee was compared with the City's VMT per employee threshold. To evaluate Project's effect on VMT, link-level VMT within the City boundary per service population was compared for no project and plus project conditions. The TIA Guidelines state that a project would result in significant impact if the Project VMT per employee exceeds the City's average VMT per employee (16.9 VMT per employee in Year 2012 and 17.6 VMT per employee in 2040).



4.12.5 THRESHOLDS OF SIGNIFICANCE

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

- a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;*
- b. *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)[Vehicle Miles Travelled];*
- c. *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- d. *Result in inadequate emergency access.*

4.12.6 IMPACT ANALYSIS

Threshold a: *Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project related to Threshold a.

2. Project Design Features (PDFs)

PDF 4.12-1 Vehicular Site Access

Four driveways would provide access to the Project site, which includes four driveways along Hall Avenue. With the construction of the Project driveways, all current site access points would be closed, with sidewalks, curb, and gutter reconstructed to the City's current standards. This would result in the consolidation of existing curb cuts associated with prior use on-site. A description of each of the new driveways is provided below beginning from the western most driveway to the eastern most driveway along Hall Avenue.



- Driveway 1 Hall Avenue: This western most driveway will be located along the east side of Hall Avenue and will accommodate full access (i.e., left and right-turning inbound and outbound movements). The driveway will provide both passenger vehicle access to the on-site parking areas north and east of the driveway, and truck access to the loading area located west of Building A.
- Driveway 2 Hall Avenue: This driveway will be located along the east side of Hall Avenue and will accommodate full access. The driveway will provide passenger vehicle access to the on-site parking areas to Building A only.
- Driveway 3 Brown Avenue/Hall Avenue: This driveway will be located along the east side of Hall Avenue, and will accommodate full access. The driveway will provide both passenger vehicle access to the on-site parking areas to Building B only, and truck access to the loading area located south of Building B.
- Driveway 4 Hall Avenue: This eastern most driveway will be located at the east side of Hall Avenue, and will accommodate right-turning inbound and outbound movements only. The driveway will provide both passenger vehicle access to the on-site parking areas to Building B only, and truck access to the loading area located south of Building B.

PDF 4.12-2 Right-of-Way Dedication and Roadway Widening.

The Project Applicant is required to provide roadway dedications and physical improvements along Hall Avenue and Agua Mansa Road. The required improvements for each roadway are described below and would be constructed consistent with the requirements outlined in the City's General Plan Mobility Element.

- Hall Avenue. Hall Avenue is classified as a Local roadway in the City's General Plan. The Project would improve the east side of Hall Avenue to its ultimate half-width from centerline to the property line along the Project site's frontage, including a sidewalk and landscaping. The Project Applicant proposes to dedicate six feet of right-of-way along Hall Avenue to the City.
- Agua Mansa Road. Agua Mansa Road is classified as a Secondary roadway in the City's General Plan. The Project would improve the west side of Agua Mansa Road to its ultimate half-width from the centerline to the property line along the Project site's frontage, including a sidewalk and landscaping. The Project Applicant proposes to dedicate seven feet of right-of-way along Agua Mansa Road to the City.



B. Impact Analysis

1. Consistency with Adopted Plans and Policies

SCAG’s 2016 RTP/SCS and Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental and public health goals. Table 4.12-1, *SCAG RTP/SCS Policy Consistency Analysis*, presents the Project’s consistency with the *2016-2040 RTP/SCS* and *Connect SoCal*. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG’s regional planning programs.

Table 4.12-1 SCAG RTP/SCS Policy Consistency Analysis

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
<i>2016 RTP/SCS</i>		
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project implements development anticipated in the Agua Mansa Industrial Corridor (AMIC) Specific Plan, and specifically includes development of the Project site with two industrial warehouse buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. Accordingly, the Project would not impede the economic development in the City of Jurupa Valley or the Region.
G2	Maximize mobility and accessibility for all people and goods in the region.	Consistent. Access to the Project site would be provided via four drive-ways along Hall Avenue. The surrounding roadways provide efficient access to SR-60 approximately 1.8 mile southwest of the Project site, and I-10 approximately 2.5 mile north of the Project site.
G3	Ensure travel safety and reliability for all people and goods in the region.	Consistent. As discussed in Subsection 4.12, <i>Transportation</i> , of this EIR, the Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region.



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
G4	Preserve and ensure a sustainable regional transportation system.	Consistent. The Project contributes to and would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, as anticipated by AMIC Specific Plan and City of Jurupa Valley General Plan. The Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area.
G5	Maximize the productivity of our transportation system.	Consistent. As stated above, the Project would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, and would not result in an unforeseen detriment to the transportation system. The Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements and roadway maintenance in the study area.
G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. An analysis of the Project’s environmental impacts is provided throughout this EIR. Notably, air quality is addressed in Section 4.2, and the Project’s impacts would be less than significant. In compliance with the CALGreen Code, interior bicycle storage would be provided within the proposed buildings, and short- and long-term exterior bicycle parking spaces would be provided at each building. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City’s full-width standards.
G7	Actively encourage and create incentives for energy efficiency, where possible.	Consistent. This policy provides guidance to City staff to establish local incentive programs to encourage and promote energy efficient development. However, as described in Section 4.5, <i>Energy</i> , and Section 4.7, <i>Greenhouse Gas Emissions</i> , of this EIR, the Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements.
G8	Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. This policy provides guidance to establish a local land use plan that facilitates the use of transit and active (non-motorized) forms of transportation. The Project involves development of the Project site with a contemporary logistics center in an area designated for industrial development by AMIC Specific Plan, and would increase local employment opportunities. As discussed under the consistency analysis for the 2016 RTP/SCS Goal G6, the Project includes the construction of sidewalks and incorporate bicycle facilities



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		that would facilitate pedestrian and bicycle travel. Therefore, the Project would provide local job opportunities for existing and future residents of the City that would be accessible by active transportation. Under existing conditions, there are no bus routes in proximity to the Project site. Implementation of the Project would not interfere with the City’s ability to encourage the use of transit.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent. This policy provides guidance to the City of Jurupa Valley to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City’s transportation network or the City’s coordination with other agencies.
Connect SoCal		
1	Encourage regional economic prosperity and global competitiveness.	Consistent. Refer to the consistency analysis for Goal G1 of the <i>2016 RTP/SCS</i> .
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. Refer to the consistency analysis for Goals G2 and G3 of the <i>2016 RTP/SCS</i> .
3	Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. Refer to the consistency analysis for Goals G4 and G9 of the <i>2016 RTP/SCS</i> .
4	Increase person and goods movement and travel choices within the transportation system.	Consistent. The Project involves development of two industrial warehouse buildings within a developing industrial area, along designated truck routes, and in proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. Also, refer to the consistency analysis for Goals G6 and G8 of the <i>2016 RTP/SCS</i> , which addresses accommodations for alternative modes of transportation (e.g., transit, bicycle and walking).
5	Reduce greenhouse gas emission and improve air quality.	Consistent. Refer to the consistency analysis for goals G6 and G7 of the <i>2016 RTP/SCS</i> .
6	Support healthy and equitable communities.	Consistent. This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Communities Element of the City’s General Plan. Relevant to the Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation.
7	Adapt to a changing climate and support an integrated regional development.	Consistent. Connect SoCal indicates that since the adoption of the <i>2016 RTP/SCS</i> , there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors



RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		<p>shaping goods movement. The Project involves the development of a Project site, historically used for agricultural uses and dumping, with two industrial warehouse buildings that will accommodate a wide variety of users that would diversity the City of Jurupa Valley’s economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located in an area designated for industrial development in the City of Jurupa Valley, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing travel distances. Development of the Project in north eastern Riverside County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations (“last mile” transit times).</p>
8	<p>Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Consistent. <i>Connect SoCal</i> also indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of electric-powered and automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards to support advancements in these and other transportation technologies.</p>
9	<p>Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project is in an area designated for industrial uses and would not interfere with the City’s ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.</p>
10	<p>Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent. The Project site is in a developing area, and does not contain any natural lands, nor does the Project site contain suitable habitat for native wildlife or plant species. Implementation of the Project would not interfere with City’s ability to promote the conservation of natural and agricultural lands and the restoration of habitats. Additionally, the Project site does not include any land designated for agricultural uses.</p>



City of Jurupa Valley General Plan

As presented in Subsection 4.10, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City’s General Plan. Table 4.12-2 restates the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Table 4.12-2 City of Jurupa Valley General Plan Consistency Analysis

Policy	Project Consistency
MOBILITY ELEMENT	
Planned Circulation System	
ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, “complete streets” perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines.	Consistent: The Traffic Impact Analysis (TIA) prepared for the Project included analysis of LOS and VMT impacts resulting from implementation of the Project. For all impacts that were determined to be potentially significant, the TIA presented roadway improvements and mitigation (where feasible) to ensure any new impacts to roadway circulation are reduced to the greatest extent possible. The TIA for the Project was reviewed and approved by the City and addresses both LOS and VMT; however, it should be noted that impacts associated with LOS are no longer considered an environmental impact and VMT is the standard for determining environmental impacts associated with transportation. The Project is determined to be consistent with General Plan Policy ME 2.13.
ME 2.14 Traffic Study Guidelines. Apply level of service and/or VMT standards to new development, consistent with state law, based on new Traffic Study Guideline, to be developed by City to evaluate traffic impacts and identify appropriate mitigation measures for new development.	Consistent: The City recently approved thresholds for the determination of transportation impacts associated with VMT (August 2020). Although impacts associated with LOS are considered within the TIA for the Project, impacts associated with LOS are no longer considered an environmental impact under CEQA. The TIA for the Project was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.14.
ME 2.15 Traffic Impact Evaluation. New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	Consistent: A TIA was prepared for the Project. All impacts related to traffic and transportation are disclosed within the TIA, and where necessary, feasible mitigation and roadway improvements are identified. Finally, the TIA was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.15.
ME 2.16 Traffic Impacts. Traffic Impacts. Traffic studies prepared for	Consistent: A TIA was prepared for the Project. All impacts related to vehicles miles traveled, bicycle,



Policy	Project Consistency
development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project related traffic impacts and determine the “significance” of such impacts in compliance with CEQA.	pedestrian, and transit facilities are disclosed within the TIA, and where necessary, feasible mitigation measures are identified. Finally, the TIA was reviewed and approved by the City. The Project is determined to be consistent with General Plan Policy ME 2.16.
Pedestrian Facilities	
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: Implementation of the Project includes the development of sidewalks on the north end of Hall Avenue and the west end of Agua Mansa Road, along the Project site’s frontage. As required, the sidewalks will be separated from the roadway by a landscaped parkway. Therefore, the Project is consistent with General Plan Policy ME 3.9.
ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	Consistent: The Project includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways. The sidewalks are designed to be 6-feet wide in front of auto stalls and 5-feet wide elsewhere. As previously noted in the consistency response to General Plan Policy ME 3.9, the Project includes installation of sidewalks along the Project site’s frontage. Additionally, the Project would include the installation of bicycle parking stalls at each of these proposed buildings in excess of what is required based on building intensity. Therefore, the Project is consistent with General Plan Policy ME 3.11.
ME 3.17 Public Transit Connections. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	Consistent: The Project has been designed to include on-site pedestrian walkways that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities. Therefore, the Project is consistent with General Plan Policy ME 3.17.
ME 3.21 ADA Compliance. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	Consistent: The Project site features (buildings, parking areas, etc.) would be connected by ADA-compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Therefore, the Project is consistent with General Plan Policy ME 3.21.
Transportation System Landscaping	
ME 7.9 Landscape Buffers. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.	Consistent: As shown on Figure 3-11, <i>Conceptual Landscape Plan</i> , the Project includes drought tolerant plants. The Project is required to comply with Jurupa Valley Municipal Code Chapter 9.283, which is known as the Water Efficient Landscape Requirements Ordinance and mandates requirements for ensuring water efficient landscapes in new development and reduce water waste in existing landscapes. Therefore,



Policy		Project Consistency
		the Project is consistent with General Plan Policy ME 7.9.
System Operation, Maintenance, and Funding		
ME 8.2	Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.	Consistent: As previously mentioned, the City has reviewed the circulation plan for the Project and determined the design, with regards to ingress/egress and driveway design, and have determined the Project to satisfy all requirements regarding driveway location and number. Therefore, the Project is consistent with General Plan Policy ME 8.2.
ME 8.10	Right-of-Way Improvements. 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.	Consistent: The Project's proposed transportation improvements include frontage improvements to Hall Avenue and Agua Mansa Road, including sidewalks and landscaping. Therefore, the Project is consistent with General Plan Policy ME 8.10
ME 8.12	Heavy Truck Restrictions in Residential Neighborhoods. Restrict heavy truck through-traffic and parking in residential and village center areas and plan land uses so that trucks do not need to traverse these areas.	Consistent: During Project operation, heavy truck traffic would be required to utilize the City's truck restrictions on designated roadways. Mandatory truck restrictions would minimize conflicts between trucks and passenger vehicles, bicyclists, and pedestrians. Therefore, the Project is consistent with General Plan Policy ME 8.12.
ME 8.14	Driveway Access. Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.	Consistent: Primary truck access to the Project site would occur on road with a designation of arterial or higher. The main route to SR-60 would include travel south on Agua Mansa Road (minor arterial) and south on Market Street (major arterial) or Rubidoux Boulevard (major arterial). Therefore, the Project is consistent with General Plan Policy ME 8.14.
ME 8.15	Intersection Design. Design street intersections, where appropriate, to ensure the safe, efficient passage of	Consistent: The design of the on-site circulation components would accommodate the turning movements of trucks within the Project site. The proposed Project intends to construct three new



Policy		Project Consistency
	pedestrians, bicyclists, equestrians, and vehicles.	driveways along Hall Avenue and would maintain one existing driveway along Agua Mansa Avenue, which would further facilitate the turning movement of trucks in and out of the Project site. Additionally, the proposed Project does not include any new street intersections. Therefore, the Project is consistent with General Plan Policy ME 8.15.
ME 8.17	Sight Distance. Provide adequate sight distances for safe vehicular movement at a road’s design speed and at all intersections.	Consistent: City staff has reviewed the design of the proposed Project to ensure that adequate site distance is provided at the proposed driveway access points along Hall Avenue and Agua Mansa Road. Therefore, the Project is consistent with General Plan Policy ME 8.17.
ME 8.34	Funding Tools. Use annexations, redevelopment agreements, tax-increment financing, revenue- sharing tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.	Consistent: The Project Applicant will be required to pay DIF fees, TUMF fees, and provide a fair-share contribution toward freeway-ramp junction improvements (in the event that Caltrans prepares a valid fee study) that would address the Project’s cumulatively considerable contribution of traffic, as summarized in EIR Subsection 4.12, <i>Transportation</i> . Therefore, the Project is consistent with General Plan Policy ME 8.34.
ME 8.36	Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.	Consistent: The proposed Project has been required to pay TUMF fees and fair-share fees through the implementation of the City’s development impact fee program and through the implementation of mitigation measures identified in Subsection 4.12, <i>Transportation</i> , in order to accommodate the Project’s fair-share contribution toward any direct and cumulative traffic impacts. Therefore, the Project is consistent with General Plan Policy ME 8.36.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.



Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

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

1. Plans, Policies, and Programs (PPPs)

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

There are no PPPs applicable to the Project related to Threshold b.

2. Project Design Features (PDFs)

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

B. Impact Analysis

For the purposes of this analysis, the City’s *Traffic Impact Analysis Guidelines* was used. As per the City’s *Traffic Impact Analysis Guidelines*, the link-level boundary VMT per service population within the City boundary was compared for no Project and plus Project conditions. According to the City’s *Traffic Impact Analysis Guidelines*, a project’s effect on VMT would be considered significant if it would result in either of the following conditions:

- The Project’s VMT per employee exceeds the City’s average VMT per employee.
- The Project’s VMT would cause an increase in the City’s total VMT per service population.

Table 4.12-3, *Jurupa Valley VMT/Employee Comparison*, below, compares the project VMT per employee with the City’s threshold. summarizes the City’s Link-Level VMT per Service Population under no Project and plus Project conditions. It should be noted that the VMT calculations include all vehicle types including heavy-duty trucks.

Table 4.12-3 Jurupa Valley VMT/Employee Comparison

Year	Homebased Work VMT	Total Employees	VMT/Employee
Base Year (2012)			
Agua Mansa Industrial	2,796	325	8.6
Jurupa Valley			16.9
Cumulative Year (2040)			
Agua Mansa Industrial	2,568	325	7.9
Jurupa Valley			17.6

Source: (LSA, 2020g, Tables 9-A and 9-B)

VMT = vehicle miles traveled

As shown in Table 4.12-3, the Project's total VMT per employee does not exceed the City’s VMT per employee thresholds under either the base year or cumulative scenarios. Therefore, based on the City’s



guidelines, the Project will not have a significant VMT. Impacts would be less than significant and no mitigation is required.

Table 4.12-4, *VMT/Service Population, Link-Level VMT*, below, summarizes the City’s Link-Level VMT within the City boundary per Service Population under no Project and plus Project conditions. It should be noted that the VMT calculations include all vehicle types including heavy-duty trucks. As shown, the City’s total VMT per service population decreases with the implementation of the Project under cumulative conditions. Therefore, the Project would not have a significant VMT impact. Impacts would be less than significant and no mitigation is required.

Table 4.12-4 VMT/Service Population, Link-Level VMT

Description	2012	2040
No Project VMT	3,300,628	4,585,834
No Project Service Population	121,886	172,491
No Project VMT/Service Population	27.1	26.6
With Project VMT	3,299,957	4,581,188
With Project Service Population	122,211	172,816
With Project VMT/Service Population	27.0	26.5
Net change in VMT per Service Population (With Project – No Project)	-0.1	-0.1

Source: (LSA, 2020g, Table 9-C)

VMT = vehicle miles traveled

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold c: *Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

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

1. Plans, Policies, and Programs (PPPs)

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



There are no PPPs applicable to the Project related to Threshold c.

2. *Project Design Features (PDFs)*

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

B. Impact Analysis

Proposed roadway improvements along the Project site frontage would occur within the public rights-of-way and would be installed in conformance with the City's design standards (Refer to PDF 4.12-2). The City of Jurupa Valley Traffic Engineering Division reviewed the Project's application materials (refer to EIR Section 3.0, *Project Description*) and determined that no hazardous transportation design features would be introduced by the Project either as Project components or through the implantation of the mitigation measures identified in this EIR. Accordingly, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible use. The Project would result in a less-than-significant impact and no mitigation would be required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold d: Would the Project result in inadequate emergency access?

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

1. Plans, Policies, and Programs (PPPs)

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

PPP 4.8-3 from Subsection 4.8, *Hazards and Hazardous Materials*, is applicable to the Project and repeated here:

PPP 4.8-3 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measure relating to water improvement plans, fire hydrants, automatic fire



extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. *Project Design Features (PDFs)*

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

B. Impact Analysis

During the course of the City of Jurupa Valley's review of the proposed Project, the City evaluated the Project's design, including but not limited to proposed driveway locations and parking lot/drive aisle configuration, to ensure that adequate access would be provided for emergency vehicles at Project build out. Furthermore, as described above under the response to Threshold c, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Moreover, the Project Applicant would be required to comply with PPP 4.8-3 which would ensure that the Project is designed and constructed to provide adequate emergency access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access and a less-than-significant impact would occur and no mitigation would be required.

The Project site does not provide access to any abutting parcels or nearby uses. Therefore, there is no potential for the Project to result in inadequate access to nearby uses.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

4.12.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to SCAG's 2016 RTP/SCS and Connect SoCal and City of Jurupa Valley General Plan, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively-considerable because the Project does not conflict with a



program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

Cumulative VMT impacts were analyzed above under Threshold b. As shown in Table 4.12-3, the Project's total VMT per employee does not exceed the City's VMT per employee thresholds under the cumulative scenario. Additionally, as shown in Table 4.12-4, the City's total VMT per service population decreases with the implementation of the Project under cumulative conditions.

The Project would not contribute to a significant cumulative impact under the topics discussed under Thresholds c and d because the Project would not cause or exacerbate existing transportation design safety concerns; or adversely affect emergency access.



4.13 TRIBAL CULTURAL RESOURCES

The following analysis is based on information obtained from the technical report entitled, *Phase I Cultural Resource Assessment*, which was prepared by LSA, dated March 2020 and is included as *Technical Appendix D* to this EIR (LSA, 2020f); and, the *Paleontological Technical Memorandum*, prepared in March 2020 for the Project site by LSA (LSA, 2020e) (*Technical Appendix F2*) to this EIR). Additionally, the following analysis is based on correspondence between the City of Jurupa Valley and the Native American tribes that have cultural significance in the Project area.

Written and oral communication between Native American tribes and the City of Jurupa Valley is considered confidential in respect to places that have tribal cultural significance (Gov. Code § 65352.4), and although all communications pertaining to the Project site that occurred between the Native American tribes and the City of Jurupa Valley pertaining to the Project site were relied upon to inform the preparation of this EIR Subsection, those communications are treated as confidential and are not available for public review. Under existing law, environmental documents must not include information about the location of archeological sites or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records Act (Cal. Code Regs. § 15120[d]). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.13.1 ENVIRONMENTAL SETTING

A. Prehistory

Two primary regional syntheses are commonly used in archaeological literature when describing the chronological sequences associated with southern California. The first is a typological approach that defines four cultural horizons, each with characteristic local variations: Early Horizon (9000–6500 BC), Milling Stone Horizon (6500–2000 BC), Intermediate Horizon (2000 BC–AD 200), and Late Prehistoric Horizon (AD 500–historic) (LSA, 2020f). Additionally, employing a more ecological approach, southern California prehistory is defined by the following four periods: Pinto (4000–3000 BC), Gypsum (1000 BC–AD 1), Saratoga Springs (AD 500–1000), and Protohistoric (AD 1500–historic). Many changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, beginning with the gradual environmental warming in the late Pleistocene, the desiccation of the desert lakes during the early Holocene, the short return to pluvial conditions during the middle Holocene, and the general warming and drying trend, with periodic reversals, that continues to this day (LSA, 2020f).

B. Ethnohistoric Setting

The Project site is in an area near the boundary of 2 Native American tribal territories: the Gabrielino and Serrano.

1. Gabrielino

Gabrielino refers to the Uto-Aztecan speaking Native Americans who lived throughout the present Los Angeles and northern Orange County areas and who were historically affiliated with Mission San



Gabriel Archangel, founded on September 8, 1771. Gabrielino territory included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, several smaller intermittent streams in the Santa Monica and Santa Ana Mountains, all of the Los Angeles Basin, the coast from Aliso Creek north to a point between Topanga and Malibu Creeks, and the islands of San Clemente, San Nicolas, and Santa Catalina (LSA, 2020f).

2. *Serrano*

The Serrano were a small group, consisting primarily of hunter-gatherers who occasionally fished. Hunting and gathering was sometimes conducted in a communal setting. When meat was procured, it was prepared by baking in earth ovens, boiling in watertight baskets, or parching through tossing onto hot coals in shallow trays. The bones were boiled to extract marrow for consumption, and blood was either consumed cold or consumed after it was cooked into a thick consistency. Any surplus meats, as well as some vegetables, were dried in the sun and stored for later use. Implements for food processing included metates, mortars of stone or wood, flint knives, stone or bone scrapers, pottery trays and bowls, baskets, and horn and bone spoons and stirrers (LSA, 2020f).

Serrano villages were usually situated near water sources. Family homes were circular, domed structures made of willow and tule, and mostly were utilized for sleeping and storage but also contained a central fire pit. Day-to-day household activities generally occurred in the open or under a ramada (a wall-less structure with a thatched roof). Other village buildings included ceremonial houses, granaries, and sweatshops (LSA, 2020f).

C. *History*

In California, the historic era is generally divided into 3 periods: the Spanish Period (1769 - 1821), the Mexican Period (1821–1848), and the American Period (1848–present). One of the first non- Native Americans to travel through the area currently known as Riverside County was Juan Bautista de Anza, who led an expedition in 1774. In the late 1700s, three Spanish mission fathers (one each from the San Gabriel, San Juan Capistrano, and San Luis Rey Missions) began to colonize land and use the valley of Riverside County for growing grain and raising cattle. Beginning in 1834, the missions and mission lands were secularized and transferred as “grants” to Californians who were citizens of Mexico. When California became a territory of the United States in 1848, a steady flow of settlers began coming into the area now known as Riverside County, and the County was officially formed in May of 1893 (LSA, 2020f).

The 44-square-mile city of Jurupa Valley was incorporated on July 1, 2011 (City of Jurupa Valley, 2017a). The name “Jurupa” is of Gabrielino origin, meaning “sagebrush-place” (LSA, 2020f). The city of Jurupa Valley is currently a mix of high- and low-density residential development, rural farming and other agricultural activities, and a mix of commercial retail and industrial activity (LSA, 2020f).



4.13.2 NOP/SCOPING COMMENTS AND TRIBAL OUTREACH

A NOP for the proposed Project was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting and no comments were received during the NOP public comment period that pertain to tribal cultural resources.

However, the City received responses from the Gabrieleño Band of Mission Indians—Kizh Nation, San Manuel Band of Mission Indians, Viejas Band of Kumeyaay Indians, and Soboba Band of Luiseno Indians in response to notices sent out as required by Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18). The results of consultation with interested tribes is considered confidential; however, any conditions or mitigation established during tribal consultation have been incorporated into the analysis within this Subsection.

4.13.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of tribal cultural resources.

A. Federal Regulations

1. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation.

One major purpose of this statute is to require that federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. Once lineal descent or cultural affiliation has been established, and in some cases the right of possession also has been demonstrated, lineal descendants, affiliated Indian Tribes, or affiliated Native Hawaiian organizations normally make the final determination about the disposition of cultural items. Disposition may take many forms from reburial to long term curation, according to the wishes of the lineal descendent(s) or culturally affiliated Tribe(s).

The second major purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are



unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items.

Other provisions of NAGPRA: (1) stipulate that illegal trafficking in human remains and cultural items may result in criminal penalties; (2) authorizes the Secretary of the Interior to administer a grants program to assist museums and Indian Tribes in complying with certain requirements of the statute; (3) requires the Secretary of the Interior to establish a Review Committee to provide advice and assistance in carrying out key provisions of the statute; authorizes the Secretary of the Interior to penalize museums that fail to comply with the statute; and, (5) directs the Secretary to develop regulations in consultation with this Review Committee.

2. *National Historic Preservation Act (1981)*

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

B. State Regulations

1. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.



The Public Resources Code now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015.

Section 21074 of the Public Resources Code defines “tribal cultural resources.” In brief, to be considered a “tribal cultural resource,” a resource must be either:

- (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe.

2. *Senate Bill 18 (SB 18)*

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for developments within or near traditional tribal cultural places (TTCP). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the California Native American Heritage Commission (NAHC) provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to



respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, it would be included in the project's EIR.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, since state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453). In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

3. *California Register of Historic Places (1993)*

As a recipient of federal funding, the California Office of Historic Preservation administers the California Register of Historical Resources (CA Pub. Res. Code §5020 et. seq.). The purpose of the California Register is to develop and maintain an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate which properties are to be protected, to the extent prudent and desirable, from substantial adverse change. The State Historic Preservation Officer enforces a designation and protection process, has a qualified historic preservation review commission, maintains a system for surveys and inventories, and provides for adequate public participation in its activities. Sites, places, or objects that are eligible to the National Register, are automatically included in the California Register.

4. *California Health and Safety Code Provisions - Human Remains*

The California Health and Safety Code §7050.5, as well as the Public Resources Code §5097 et. seq., require that in the event of discovery or recognition of any human remains in any location other than a formal cemetery, no further excavation or disturbance of the site or site vicinity can occur until the County Coroner has examined the remains and makes a report. The Native American Heritage Commission is required to be notified within 24 hours if the Coroner determines or suspects the remains to be of Native American descent.

C. *Regional Policies*

There are no regional policies that relate to tribal cultural resources



D. City General Plan Policies

The specific policies outlined in the City's General Plan Land Use Element, Conservation and Open Space Element and the Environmental Justice Element that are related to tribal cultural resources and the Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this EIR.

4.13.4 METHODOLOGY

A. Cultural Resources Study

The information in this subsection contains an evaluation of the Project's potential impacts to tribal cultural resources. Much of this analysis presented herein is based on information obtained from the Project's Cultural Resources Study (EIR *Technical Appendix D*) and correspondence between the City and the Native American tribes. The Cultural Resource Study included a records search at the Eastern Information Center (EIC), the South Central Coastal Information Center (SCCIC), additional background research, and a pedestrian field survey of the Project site to determine the presence or absence of archaeological and historic resources. (LSA, 2020f)

The methodology for each of the components of the Project-specific Cultural Resources Study are described in further detail, in Subsection 4.4, *Cultural Resources*.

B. Native American Consultation (AB 52 and SB 18 Compliance)

As part of the mandatory AB 52 and SB 18 consultation process required by State law, the City of Jurupa Valley sent notification of the Project to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation. The City of Jurupa Valley sent notification letters of the proposed Project to Soboba Band of Luiseño Indians, Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, the San Manuel Band of Mission Indians, and the Viejas Band of Kumeyaay Indians. A summary of the AB 52 consultation process is provided under Threshold a.

4.13.5 THRESHOLDS OF SIGNIFICANCE

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

- a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape,*



sacred place, or object with cultural value to a California Native American tribe, and that is:

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

4.13.6 IMPACT ANALYSIS

Threshold a: *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

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

1. Plans, Policies, and Programs (PPPs)

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

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

PPP 4.13-1 The Project is required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq.



2. *Project Design Features (PDFs)*

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources. Compliance with regulatory requirements and the PPP listed above would ensure the Project would result in less than significant impacts to cultural resources.

B. Impact Analysis

The Project site is currently vacant and undeveloped, and has been subject to plowing and/or disking, and disturbed by vehicle tires. No sites, features, places, or landscapes were identified that are either listed or eligible for listing in the California Register of Historic Places. To be eligible for the Register, (Pub. Res. Code SS5024.1, Title 14 CCR, § 4852), a resource must include the following:

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

The records search for the Project resulted one resource located within the Project site (P-33-16364/CA-RIV-8513). The resource was originally recorded as a historic period archaeological site consisting of "a steel tank, a large steel pipe junction, a large patch of asphalt pavement, two borrow pits, a steel rail, several steel and iron pipes, and a dirt access road" (Cotterman, 2006). According to the site record, no historic period artifacts were observed in associated site features; the construction and use date of the resource is unknown (LSA, 2020f).

The age of P-33-16364 is unknown, and the site has had its information potential realized through documentation on the Department of Parks and Recreation (DPR) forms. No evidence was identified during the background research to associate the site features with events that have made a contribution to the broad patterns of California's history and cultural heritage or individuals important to the past. Additionally, the site features do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values, and it does not seem likely to yield information important to the past. Therefore, this resource was determined not eligible for listing in the California Register of Historic Places.

Therefore, no resources were identified on the Project site that meet any of the four criteria listed above to be eligible for the California Register and no prehistoric resource sites or isolates were found on the Project site. Furthermore, no substantial evidence was presented to or found by the City of Jurupa



Valley that led to the identification of any resources on the Project site that in the City's discretion had the potential to be considered a tribal cultural resource.

As part of the mandatory AB 52 consultation process required by State law, the City of Jurupa Valley sent notification to the Native American tribes with possible traditional or cultural affiliation to the area that previously requested consultation pursuant to AB 52 requirements. The City of Jurupa Valley sent notification letters of the proposed Project to the following Tribes:

- Soboba Band of Luiseño Indians
- Gabrieleño Band of Mission Indians-Kizh Nation
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians
- Viejas Band of Kumeyaay Indians.

Of the tribes sent notification letters, all requested consultation, except the Viejas Band of Kumeyaay Indians as they stated the Project site is out of their culturally affiliated areas. As per standard City practice, the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the San Manuel Band of Mission Indians were informed that the City would require implementation their standard mitigation measure for tribal cultural resources (MM 4.13-1).

The City of Jurupa Valley completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project. Because the Project site has not been identified as a location that is known to contain significant tribal cultural resources and due to the previously disturbed condition of the Project site, it can be reasonably assured that implementation of the Project would not affect tribal cultural resources. However, there is a remote potential that resources could be encountered during ground-disturbing construction activities that occur in native soil. Accordingly, there is a potential for significant impacts to occur if significant resources are discovered during the Project's construction process.

C. Significance of Impacts Before Mitigation

Potentially Significant.

D. Mitigation Measure

MM 4.13-1 **Retain Registered Professional Archaeologist:** Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist's responsibilities include, but are not limited to perform the tasks that require the need for a qualified archaeologist pursuant to TCR-2 through TCR-6 below.



- MM 4.13-2 **Cultural Resources Management Plan:** Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-3 through TCR-6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.
- MM 4.13-3 **Tribal Monitoring:** Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. 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 AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.
- MM 4.13-4 **Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:** In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:
- 1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
 - 2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:
 - a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.



- b) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under TCR-4. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.
- c) Curation. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

MM 4.13-5 **Final Reporting:** In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Proponent shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside *Cultural Resources (Archaeological) Investigations Standard Scopes of Work* for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Proponent shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).

MM 4.13-6 **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

E. Significance of Impacts After Mitigation

Less than significant.



4.13.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the northwestern area of Riverside County and the traditional use area of the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the San Manuel Band of Mission Indians. These areas have a potential to yield cultural resources that have affiliation with the cultural context of the Project site.

Although other development projects in the traditional use area for the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, the Morongo Band of Mission Indians, and the San Manuel Band of Mission Indians may impact significant tribal cultural resources; impacts are generally site-specific due resulting from ground disturbing activities. There are no cumulative projects adjacent to the Project site that would lead to a cumulative effect. Furthermore, with implementation of Mitigation Measure MM 4.13-1, Project impacts to tribal cultural resources would be less than significant. There is no potential for the proposed Project to contribute towards a significant cumulative impact to the significance of a tribal resource or a collection of resources pursuant to California Code of Regulations § 15064.5. Other projects will also be required to comply with SB 18 and/or AB 52.



4.14 UTILITIES AND SERVICE SYSTEMS

The following analysis is based on information obtained from the technical report entitled, *Conceptual Drainage Study*, prepared in February 2020 for the Project site by Plotnik and Associates (Plotnik & Associates, 2020b) (*Technical Appendix I1* to this EIR); the *Preliminary Project Specific Water Quality Management Plan*, prepared in February 2020 by Plotnik & Associates (Plotnik & Associates, 2020a) (*Technical Appendix I2* to this EIR); and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.14.1 ENVIRONMENTAL SETTING

A. Water Service

The Project site is located in the service area of the West Valley Water District Service Area (WVWD). The WVWD service area encompasses approximately 23,500 acres, serving approximately 65,000 customers in the Southwestern San Bernardino County and Northern Riverside County areas. WVWD will be the purveyor of water to the Project site. Under existing conditions, the Project site has only a nominal demand for water resources, as the Project site is currently vacant and undeveloped.

Approximately 60% of water supply demand for WVWD and for all water users in the San Bernardino Valley Regional Urban Water Quality Management Plan is groundwater extracted from the San Bernardino Basin Area (which encompasses several named basins, including the Bunker Hill and Lytle Creek Basins). The remaining water demand is met through imported water made available to the WVWD from the California State Water Project, which is the largest state-built, multi-purpose water project in the country (WVWD, 2016).

The WVWD is included in the 2015 San Bernardino Valley Regional Urban Water Quality Management Plan (UWMP), which details WVWD's current and future water supply. The document outlines the WVWD's approach to meeting future water demands while also reducing the need for imported water within the service area. The UWMP calculates that the district's water demand (both potable and non-potable water) for the year 2040 is anticipated to be approximately around 27,312 acre-feet (WVWD, 2016, DWR Table 4-3R).

B. Wastewater Service

The RCSD sewer system provides wastewater conveyance for the Project site. Pursuant to an agreement with the City of Riverside, dated December 1, 1976 to provide advanced wastewater treatment, and a subsequent agreement with the City of Riverside, dated May 4, 1978, to provide primary and secondary wastewater treatment, RCSD District has discontinued treatment of the wastewater it collects from within its service area. All wastewater collected by the District is conveyed through regional wastewater conveyance facilities (trunk sewer, lift station, and force main) to the City of Riverside Regional Water Quality Control Plant (RWQCP). The RWQCP currently has capacity to treat approximately 40 million gallons of wastewater daily (City of Riverside, 2015). The Project site is vacant in the existing condition; therefore, it does not currently generate any wastewater.



C. Solid Waste

Solid waste disposal and recycling services for the proposed Project site would be provided by Burrtec Waste Industries, Inc (City of Jurupa Valley, n.d.). Burrtec would transfer solid waste to the Agua Mansa Materials Recovery Facility (MRF)/Transfer Stations. From the MRF, nonrecyclable materials are transferred to regional landfills. Waste generated during construction and operation of the Project would ultimately be deposited at the Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards or 22,048,318.6 tons (15,748,799 cubic yards x [1.4 tons/1 cubic yard]). The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022 (CalRecycle, 2019a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2019b). The Project site is vacant in the existing condition; therefore, it does not currently generate any solid waste.

D. Stormwater Drainage

The Project site currently sheet flows south and east to Hall Avenue and Agua Mansa Road. The storm water then flows into a storm drain constructed for Parcel Maps 24088 and 12014 which flows south on Agua Mansa Road, south and east on Brown Avenue, discharging into the Santa Ana River.

E. Electricity

Southern California Edison (SCE) provides electricity services to a large majority of southern and central California, including the Project site. SCE serves 180 cities across 50,000 square miles of service area. Existing overhead power lines occur along Agua Mansa Road that are aligned in a northeast-southwest direction along the eastern boundary of the Project site. Additionally, along the northwestern portion of the Project site, overhead power lines are located on the west side of Hall Avenue and are aligned in a north-south direction (Google Earth Pro, 2020).

F. Natural Gas

The Project site is located in the natural gas service area of Southern California Gas Company (SoCal Gas), which maintains local underground service lines in Jurupa Valley. Existing gas lines adjacent to the Project site are located within Hall Avenue and Agua Mansa Road.

4.14.2 NOP/SCOPING COMMENTS

A Notice of Preparation (NOP) for this EIR was released for public review on January 13, 2020 and an EIR Scoping Meeting was held January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to utilities and service systems. Additionally, no comments related to utilities and service systems were received during the public scoping period.

However, Riverside County Flood Control and Water Conservation District (RCFCWCD) submitted comments on the Project during their review of the Master Application (18008). In total, RCFCWCD



submitted three comment letters, dated May 31, 2018, July 12, 2019, and January 29, 2019. Refer to EIR Subsection 4.6.2, *Geology and Soils*, for a detailed description of each comment.

4.14.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

B. State Regulations

1. Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. When such an ordinance had not been adopted, a finding as to why (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary, must be adopted. In the absence of such an ordinance or findings, the policies and requirements contained in the "model" ordinance drafted by the State of California shall apply within the affected jurisdiction.

2. Water Recycling in Landscaping Act

In 2000, Senate Bill 2095 (Water Recycling in Landscaping Act) was approved by Governor Davis requiring any local public or private entity that produces recycled water and determines that within 10 years it will provide recycled water within the boundaries of a local agency, to notify the local agency of that fact. In turn, local agencies are required to adopt and enforce within 180 days a specified recycled water ordinance, unless the local agency adopted a recycled water ordinance or other regulation requiring the use of recycled water in its jurisdiction prior to January 1, 2001.



3. *Urban Water Management Planning Act*

The Urban Water Management Planning Act was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The Urban Water Management Planning Act requires water agencies to develop Urban Water Management Plans over a 20-year planning horizon, and further required Urban Water Management Plans to be updated every five years. Urban Water Management Plans are exempt from compliance with CEQA.

The Urban Water Management Plans provide a framework for long term water planning and inform the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands. This part of the California Water Code (CWC) requires urban water suppliers to report, describe, and evaluate:

- Water deliveries and uses;
- Water supply sources;
- Efficient water uses;
- Demand management measures; and
- Water shortage contingency planning.

The Urban Water Management Planning Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20 percent reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to establish water use targets for 2015 and 2020 that would result in statewide savings of 20 percent by 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20 percent reduction goal by 2020.

4. *California Solid Waste Integrated Waste Management Act (AB 939, 1989)*

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle). As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste. The IWMA also required:

- The establishment of a task force to coordinate the development of city Source Reduction and Recycling Elements (SRREs) and a countywide siting element.



- Each city, by July 1, 1991, to prepare, adopt and submit a SRRE to the county which includes the following components: waste characterization; source reduction; recycling; composting; solid waste facility capacity; education and public information; funding; special waste (asbestos, sewage sludge, etc.); and household hazardous waste.
- Each county, by January 1, 1991, to prepare a SRRE for its unincorporated area, with the same components described above, and a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for a 15-year period.
- Each county to prepare, adopt, and submit to the Board an Integrated Waste Management Plan (IWMP), which includes all of the elements described above.
- Each city or county plan to include an implementation schedule which shows: diversion of 25 percent of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities; and, diversion of 50 percent of all solid waste by January 1, 2000 through source reduction, recycling, and composting activities.
- The CIWMB to review the implementation of each SRRE at least once every two years.
- The IWMA required the CIWMB, in conjunction with an inspection conducted by a Lead Enforcement Agency (LEA), to conduct at least one inspection per year of each solid waste facility in the state.

Additionally, the IWMA established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities.

5. *2016 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)*

CALGreen became effective January 1, 2017, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California (including residential structures and elementary schools). § 5.408.3 of CALGreen requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed.

6. *California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)*

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings.



C. Regional Policies

1. Riverside Countywide Integrated Waste Management Plan

The Riverside Countywide Integrated Waste Management Plan (RCIWMP), was approved by the California Integrated Waste Management Board in 1996. The Plan outlines the goals, policies, and programs of the County and its cities, including what is now the City of Jurupa Valley, would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The RCIWMP is composed of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, and the Riverside Countywide siting element.

D. City General Plan Policies

The specific policies outlined in the City's General Plan that are related to utilities and service systems and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this EIR.

4.14.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to utilities and service systems. Based on these significance thresholds, a project would have a significant impact on utilities and service systems if it would:

- a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*
- b. *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;*
- c. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;*
- d. *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;*
- e. *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*



4.14.5 IMPACT ANALYSIS

Threshold a: *Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.14-1 The Project is subject to compliance with the Rubidoux Community Services District rules, regulations, conditions, requirements, and payment of fees for commercial/industrial projects with respect to water and sewer service.

PPP 4.14-2 Prior to the issuance of grading permit, the Project proponent shall be required to provide written verification to the City of Jurupa Valley Engineering Department that the Rubidoux Community Services District has verified that adequate capacity exists at the City of Riverside Water Quality Control Plant (RWQCP) to serve the Project and/or a Sewer Capacity Fee shall be paid.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of utilities and services. Refer to Section 3.0, *Project Description*, for information on the Project's proposed on-site water and sewer system improvements.

B. Impact Analysis

No existing water or wastewater lines would be relocated or upsized as part of the proposed Project. The Project would include the installation of water and wastewater lines within the Project Site, connecting to existing water and wastewater facilities within Hall Avenue. Installation of water and wastewater lines on the Project Site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to installation of the water and sewer lines.

The Project also would entail the installation of storm drain lines and a detention/water quality basin on the Project site, as described in Subsection 4.9, *Hydrology and Water Quality*. Implementation of the Project would require the relocation of the existing 39-inch RCP pipe located within the Project



site approximately 235 feet to the northwest. The RCP would be upsized to a 42-inch RCP as the 39-inch RCP is uncommon. Installation of storm water and water quality infrastructure on the Project Site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to installation of the onsite drainage system.

The Project also would require the installation of natural gas lines the connect the proposed Project to the existing natural gas lines within Hall Avenue. The Project would involve utility connections to provide electric power and telecommunications services to the Project site. Installation of dry utilities on the Project site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to their installation.

In summary, the installation of the utility and service system infrastructure improvements proposed by the Project Applicant would result in physical environmental impacts inherent in the Project's construction process; however, these impacts have already been included in the analyses of construction-related effects presented throughout this EIR. In instances where the Project's construction phase would result in specific, significant impacts, feasible mitigation measures are provided. The construction of infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this this EIR. Accordingly, impacts would be less than significant and additional mitigation measures beyond those identified throughout other subsections of this EIR would not be required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

Less than significant.

Threshold b: *Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

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

1. Plans, Policies, Programs (PPPs)

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



PPP 4.14-1 (listed under Threshold a), applies to the Project and would reduce impacts relating to utilities and service systems. This requirement is included in the Project's MMRP to ensure compliance.

2. *Project Design Features*

There are no Project Design Features applicable to the Project related to the topic of utilities and services.

B. Impact Analysis

WVWD is responsible for supplying potable water to the Project site. Implementation of the proposed Project would require water at a rate of 0.97 acre-feet per year per acre (County of Riverside, 2015). As the Project site is a total of approximately 23.44 acres, the Project would require approximately 22.7 acre-feet of water per year.

As discussed in the WVWD's UWMP, water supplies are projected to significantly exceed demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. Under each water planning scenario (normal year, single dry year, multiple dry years) (WVWD, 2016). WVWD forecasts for projected water demand are based on the population projections of the Southern California Association of Governments (SCAG), which rely on adopted general plan land use maps land use designations. Although the Project proposes a General Plan Amendment to allow logistics uses within the Project site, the General Plan Land Use Designation of Heavy Industrial would remain. Therefore, buildout of the Project site with industrial uses is consistent with the underlying General Plan land use designation and previously considered in the SCAG population projections and the UWMP. As stated above, the WVWD expects to have adequate water supplies to meet all its demands until at least 2040; therefore, sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Implementation of the Project would result in a less than significant impact.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold c: *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

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

1. Plans, Policies, Programs (PPPs)

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

PPP 4.14-1 and PPP 4.14-2 (listed under Threshold a), apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of utilities and services.

B. Impact Analysis

RCSD is responsible for supplying wastewater services to the Project site. Implementation of the proposed Project would generate wastewater at a rate of approximately 1,500 gallons per day per acre (County of Riverside, 2015). As the Project site is a total of approximately 23.44 acres, the Project would generate approximately 35,160 gallons of wastewater per day. The daily amount of wastewater generated would result in an annual generation of approximately 12.8 million gallons per year of wastewater that will be conveyed to the City of Riverside Water Quality Control Plant (RWQCP), which is located in the City of Riverside. The RWQCP currently has a capacity of 40 million gallons per day and has plans to expand its facilities by 6 million gallons per day to meet a capacity of 46 million gallons a day (City of Riverside, 2015). The discharge rate of 35,160 gallons per day would utilize a nominal (approximately 0.09%) portion of the overall capacity of the RWQCP. As such, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.



Threshold d: *Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

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

1. Plans, Policies, Programs (PPPs)

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

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

PPP 4.14-3 The Project shall comply with Section 4.408 of the 2016 California Green Building Code Standards, 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. 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 4.14-4 The Project shall participate in established programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. During construction of the proposed Project, solid waste in the form of demolition material and remnants of unused construction materials would require disposal at a landfill. Waste also would be generated by the construction process, primarily consisting of discarded materials and packaging. Section 5.408 of the 2016 California Green Building Standards Code (CALGreen; Part 11 of Title 24, California Code of Regulations) requires that 65 percent of construction/demolition waste be diverted from landfills, and 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing be reused or recycled.



Solid waste from the Project site will be hauled by Burrtec Waste Industries, Inc. and transferred to the Agua Mansa Material Recovery Facility (MRF)/Transfer Station. From the MRF, non-recyclable materials will likely be disposed at Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022 (CalRecycle, 2019a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2019b).

The current solid waste generation rates are anticipated to be 10.8 tons of solid waste per year for every 1,000 s.f. of industrial space (County of Riverside, 2015). The Project currently proposes 335,002 s.f. of industrial building space which would result in approximately 3,618 tons of solid waste per year (10.8 tons x 335 thousand s.f.). As previously stated, the Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day (CalRecycle, 2019a; CalRecycle, 2019b). Since the Project is estimated to generate approximately 9.9 tons of solid waste per day (3,618 tons per year ÷ 365 days in a year), this amount represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

<p><i>Threshold e: <u>Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</u></i></p>
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A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

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



PPP 4.14-3 and PPP 4.14-4 (identified under Threshold d), apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance.

2. *Project Design Features (PDFs)*

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted.

The proposed 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. 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 4.14-3 and PPP 4.14-4 and comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Act of 1991) and other applicable local, state, and federal solid waste disposal standards. This would ensure that the solid waste stream to regional landfills are reduced in accordance with existing regulations. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.14.6 CUMULATIVE IMPACTS

A. Water Service

The cumulative area considered for water supply is the service area of the WWWD. The 2015 Urban Water Management Plan (UWMP), which includes the WWWD, details WWWD's current and future water supply. The document found that, based on the existing and planned supplies, the WWWD can meet 100 percent of the projected water demand through 2040, even with the recurrence of a severe



drought. The UWMP predicts that the District's water demand (both potable and non-potable water) for the year 2040 is anticipated to be approximately 23,312 acre-feet (WVWD, 2016). Because the demand for water services can be met through 2040, including the recurrence of a severe drought, cumulative impacts to water services would be less than significant.

B. Wastewater Service

The cumulative area for wastewater-related issues is the RCSD service area and the City of Jurupa Valley. The Project anticipates to discharge approximately 35,160 gallons of wastewater per day of sewer discharge will be conveyed to the City of Riverside Water Quality Control Plant (RWQCP), which is located in the City of Riverside. The RWQCP currently has a capacity of 40 million gallons per day and anticipates an expansion of its facilities to meet a capacity of 46 million gallons a day (City of Riverside, 2015). The discharge rate of 35,160 gallons per day is a nominal increase to the overall capacity of the RWQCP, as such, cumulative impacts would be less than significant.

C. Stormwater Drainage

Cumulatively, development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City and throughout the Santa Ana RWQCB will be required to comply with the requirements of the NPDES permit program and implemented BMPs. Therefore, the proposed Project, would not make a significant contribution to any cumulatively considerable impacts related to drainage or water quality on a local or regional basis.

D. Solid Waste

AB 341 mandates the reduction of solid waste disposal in landfills. The City's waste haulers use a variety of County landfills in the area. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through 2030. Notwithstanding landfill capacity, PPP 4.14-3 and PPP 4.14-4 would further reduce impacts relating to solid waste. Therefore, development according to the City's General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant.



5.0 OTHER CEQA CONSIDERATIONS

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As thoroughly described in Subsections 4.1 through 4.14 of this EIR, the proposed Project would result in a significant and unavoidable direct and cumulatively-considerable impact related to the topic of air quality and a cumulatively-considerable impact related to greenhouse gas emissions. All other Project-related impacts (direct, indirect, and/or cumulatively-considerable), to the environment would be reduced to below a level of significance due to mandatory compliance with applicable laws and regulations, and implementation of feasible mitigation measures that have a proportional nexus to the Project’s impacts.

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Table 5-1, *Significant Environmental Effects Which Cannot Be Avoided*, describes the significant and unavoidable impacts that would occur should the proposed Project be implemented and after the application of regulatory requirements from applicable plans, policies, and programs (PPPs) and the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the proposed Project in Subsections 4.1 through 4.14 of this EIR, and further documented in the Project’s Mitigation Monitoring Reporting Program (MMRP).

Table 5-1 Significant Environmental Effects Which Cannot Be Avoided

Topic	Type of Impact	Details of Impact
Air Quality, Subsection 4.2	Direct and Cumulatively Considerable Air Quality Management Plan Consistency Impacts	The Project would result in an inconsistency with the South Coast Air Quality Management District’s (SCAQMD’s) Air Quality Management Plan with regards to long-term operational impacts. No feasible mitigation measures exist to reduce NO _x emissions.
	Direct and Cumulatively Considerable Air Quality Impacts	The Project would result in a considerable increase of NO _x emissions, and exceed the SCAQMD’s daily emission thresholds. No feasible mitigation measures exist to reduce NO _x emissions.



Topic	Type of Impact	Details of Impact
Greenhouse Gas Emissions, Subsection 4.7	Cumulatively Considerable Greenhouse Gas Emissions Impact	The Project would result in greenhouse gas emissions that exceed the SCAQMD greenhouse gas emissions significance threshold. The Project would implement MM 4.7-1 through MM 4.7-4; however, these measures would not reduce the impact to less than significant.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the proposed Project. The consumption of these natural resources would represent an irreversible change to the environment. However, the development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Additionally, the Project is required by law to comply with the California Building Standards Code (CALGreen), which would minimize the Project’s demand for energy, including energy produced from non-renewable sources. A more detailed discussion of energy consumption is provided in EIR Subsection 4.5, *Energy*.

Implementation of the Project would commit the Project site to industrial warehouse uses. As demonstrated in the analysis presented throughout EIR Section 4.0, *Environmental Analysis*, construction, and long-term operation of the Project would be compatible with the existing and planned land uses that surround the Project site and would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with air quality and greenhouse gas emissions, these effects would not commit surrounding properties to land uses other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.



Because no significant natural resources occur within the Project site, the Project would not reduce the availability of any natural resources associated with long-term operational activities. Also, as discussed under Subsection 4.5, *Energy*, the Project would not result in a wasteful consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

EIR Subsection 4.8, *Hazards and Hazardous Materials*, provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, compliance with federal, State, and local regulations related to hazardous materials would be required of all contractors working on the property during the Project's construction and of all users that occupy the Project's buildings. As such, construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

As demonstrated in the analysis presented throughout EIR Subsections 4.1 through 4.14, implementation of the proposed Project would result in no significant and unavoidable environmental effects that cannot be feasibly reduced to below levels of significance, with the exception of significant and unavoidable impacts to air quality and greenhouse gas emissions. After the application of feasible mitigation measures with a proportional nexus to the Project's impacts, the Project would cause or contribute less than significant impacts associated with all environmental issues analyzed, with the exception of direct and cumulatively-considerable impacts associated with air quality and cumulatively-considerable impacts associated with greenhouse gas emissions. Based on the foregoing, the Project would not result in significant irreversible environmental changes pursuant to CEQA Guidelines §15126.2(c).

5.3 GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the Project could be growth-inducing. The State CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2[d]). New employees and new residential populations represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed in the other sections of this EIR.

The Project is zoned for Manufacturing-Service Commercial (M-SC) uses and is designated as Heavy Industrial by the City's General Plan. Based on the City of Jurupa Valley General Plan EIR, approximately 1 employee is needed for every 1,200 sf of industrial development (City of Jurupa Valley, 2017a). This would mean that approximately 279 employees (335,002 sf x [1 employee/1,200 sf] = ~279 employees) would be required for the Project.



A project could indirectly induce growth at the local level by increasing the demand for additional goods, and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population of residents or employees. Economic growth would likely take place because of the Project's operation as a warehouse/distribution/warehouse facility and all other legally permitted uses. The Project's construction-related and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs is expected to be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment based on the amount of available warehouse/distribution facilities available in areas near the Project site, including the cities of Eastvale, Ontario, Chino, Fontana, and Norco. In addition, the Project would create jobs that likely would serve the housing units either already built or planned for development within Riverside County and/or the City of Jurupa Valley. Accordingly, the on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Jurupa Valley/Riverside County area.

As previously stated, the General Plan land use designation for the site is Heavy Industrial. Land north of the Project site, and within the City of Jurupa Valley, is designated as Heavy Industrial and Low Density Residential and is currently developed with low-density, single-family residences and industrial buildings; land to the south of the Project site, and within the City Jurupa Valley, is designated as Heavy Industrial and is developed with industrial buildings; and, land to the west of the Project site, and within the City of Jurupa Valley, is designated as Business Park, (City of Jurupa Valley, 2017a). It should be noted that land west of the Project site is a former mine that is currently undeveloped. The land to the northeast of the Project site, and within the City of Rialto, is designated as Light Industrial and General Industrial and is built out with industrial development (City of Rialto, 2010). As the Project vicinity is predominantly built-out, the development of the Project is unlikely to affect the existing uses within the surrounding properties. The Project is limited to the Project site's boundaries and does not include any components that would indirectly affect existing or planned uses on neighboring properties. Accordingly, the Project would not induce growth in the Project area.

Although the Project proposes a General Plan Amendment (GPA), implementation of the Project would not alter the site's existing land use designation, but would modify the allowable uses permitted under the Heavy Industrial land use designation to include logistics uses. Currently, logistics uses within the City of Jurupa Valley is only allowed within the Mira Loma Warehouse and Distribution Center Overlay and Agua Mansa Warehouse and Distribution Center Overlay areas. The Project's proposed GPA No. 18001 would allow logistics uses only within the Project site. The development of the proposed logistics uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative



beyond the rule of reason; however, it should be noted that implementation of the Project would not result in the approval of logistics uses on any other property outside of the Project site. CEQA does not require the analysis of speculative effects (State CEQA Guidelines § 151454). If any other property owner were to propose redevelopment of a property in the Project vicinity or in any part of the City, the redevelopment project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as SCAG. Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The Project would be consistent with the existing General Plan land use designation (Heavy Industrial) and Zoning classification (Manufacturing Service-Commercial) for the Project site (City of Jurupa Valley, 2017a). Further, implementation of the Project would not require the expansion of water and sewer infrastructure, as the Project would connect to existing water and sewer lines within Agua Mansa Road and Hall Avenue.

The Project site is located within a predominantly industrial portion of the City of Jurupa Valley and is bordered by industrial uses directly to the north, east, south, and southwest. Thus, the area surrounding the Project site is primarily characterized by industrial uses. The operation and maintenance of the Project would generate approximately 279 jobs, but any potential growth-inducing impact of the employment of persons at the Project site was accounted for in the City's General Plan, as the Project would develop the Project site in compliance with the City's General Plan land use designation (Heavy Industrial). Accordingly, the proposed Project would not directly promote growth either at the Project site or at the adjacent and surrounding properties that were not accounted for in the City's General Plan.

In conclusion, it is unlikely, speculative, and not reasonably foreseeable that the Project would induce growth in the form of additional economic activity or employment that would result in measurable impacts on the off-site physical environment.



6.0 ALTERNATIVES

6.1 INTRODUCTION

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

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

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects associated with air quality and greenhouse gas (GHG) emissions that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The Project’s significant and unavoidable impacts are summarized below in Subsection 6.1.2.

6.1.1 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop two industrial buildings on a vacant, undeveloped, and under-utilized site in an area of the City of Jurupa Valley (City) with predominantly industrial uses. The following is a list of specific objectives that the proposed Project is intended to achieve:

1. **Objective 1:** To develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments’ Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).
2. **Objective 2:** To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to already-established industrial uses.
3. **Objective 3:** To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, accommodate a wide variety of users,



and are economically competitive with similar warehouse buildings in the local area and region.

4. **Objective 4:** To develop industrial buildings in close proximity to key freeway infrastructure (the I-10, I-215, and SR-60 Freeways), thereby reducing goods movement travel distances.
5. **Objective 5:** To develop a vacant property that is readily accessible to existing and available infrastructure, including roads and utilities.
6. **Objective 6:** To attract new businesses to the City of Jurupa Valley in proximity to residences thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

6.1.2 SUMMARY OF THE PROPOSED PROJECT'S SIGNIFICANT IMPACTS

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

Air Quality, Significant Direct and Cumulatively Considerable Impact: The Project's operational emissions of NO_x would exceed the applicable SCAQMD regional thresholds for operational-source emissions of NO_x and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's NO_x emissions to levels that are less than significant.

GHG Emissions Generation: Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

6.2 ALTERNATIVES UNDER CONSIDERATION

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



§ 15126.6(e)(3)(A-B). For the alternatives' analysis in this Draft EIR, both the "No Project/No Development Alternative" was considered.

6.2.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 4.0). As such, the approximately 23.44-gross acre Project site would continue to consist of undisturbed, vacant land. Under this Alternative, no improvements would be made to the Project site and none of the proposed Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing condition.

6.2.2 HIGH-CUBE WAREHOUSE ALTERNATIVE

The High-Cube Warehouse Alternative considers a proposal where the proposed 335,002 s.f. buildings would be occupied by a high-cube warehouse use. The High-Cube Warehouse Alternative would include the same site improvements discussed in Section 3.0, *Project Description*, of this EIR (i.e. utility, landscaping, and parking). This alternative would also require a general plan amendment to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay.

This alternative was selected by the City to evaluate an alternative that allows for the Project site to be developed with a different industrial land use type (i.e., high-cube warehouse) that would reduce the Project's significant impacts related to air quality and GHG emissions. The High-Cube Warehouse Alternative would generate 713 daily trips, including 41 a.m. peak hour, and 55 p.m. peak hour trips,¹ resulting in a reduction of 603 daily, 166 a.m. peak hour, and 171 p.m. peak hour trips compared to the proposed Project.

6.3 ALTERNATIVES CONSIDERED AND REJECTED

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

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional

¹ WRCOG, Vehicle Mix Source: DRAFT TUMF High Cube Warehouse Trip Generation Study, WSP, January 29, 2019. Trip Rate for "High-Cube Fulfillment Center Warehouse – WSP"



boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site..."

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

6.3.1 NO PROJECT/EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

The No Project/Existing General Plan and Zoning Alternative would consider the development of the Project site with a use that conforms to the existing land use and zoning standards for the Project site, specifically the Heavy Industrial land use and the Manufacturing-Service Commercial zone. This alternative would include a 335,002 s.f. manufacturing use. The Existing General Plan and Zoning Alternative would include many of the site improvements discussed in Section 3.0, *Project Description*, of this EIR (i.e. utility, landscaping, and parking).

However, this Draft EIR evaluated the proposed Project assuming conservative trip rates. Trip generation for the Project was developed using rates from the ITE Trip Generation Manual (10th Edition) for Land Use 140 – “Manufacturing.” The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed Project are very conservative because the Manufacturing trip rate is among the highest rates published in the ITE Trip Generation Manual for industrial and warehousing land uses. Several environmental analyses throughout this DEIR rely on trip generation. By using a very conservative trip rate selection, Project average daily trips and peak hour trips are likely overestimated and provide a conservative approach for the analyses related to air quality, GHG emissions, energy, noise, and transportation.

Since the analysis in this Draft EIR assumed a use with conservative trip rates, this alternative would result in the same impacts as the proposed Project. The City rejected this alternative because it would not substantially lessen or eliminate the Project’s significant and avoidable air quality and GHG emission impacts.

6.3.2 ALTERNATIVE SITES

The City considered but rejected an alternative that would develop the proposed Project on an alternative site. In making the decision to include or exclude analysis of an alternative site, the “*key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR*” (CEQA Guidelines §15126.6[f][2]).



The Project proposes to develop an approximately 23.44-acre site within the City with two industrial buildings totaling 335,002 s.f. It is unlikely that the Project's significant and unavoidable impact under the topics of air quality (operational NO_x emissions) and GHG emissions would not be avoided or substantially reduced by placing the Project in another location because they are caused by the operational characteristics of the Project and are not site-specific in nature.

Regarding the feasibility of finding another potential vacant location for the Project, land located south of the Project site, north of SR-60 (and west of Market Street) is currently vacant. However, because this land is located closer to sensitive land uses (the residences located north of the vacant land), this location could potentially have greater Project impacts. Similarly, there are no existing, developed sites for sale that are a similar size as the Project site within close proximity to the key freeway infrastructure (i.e. SR-60) and that could reasonably be controlled by the Project Applicant for the purpose of developing the proposed Project. Furthermore, the Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the jurisdiction of the City that could accommodate the Project, an alternative location alternative is not feasible. Accordingly, the City is not obligated under CEQA to perform a detailed analysis of alternative sites in this Draft EIR.

6.3.3 OFFICE USE ALTERNATIVE

The City considered an alternative that would develop general office uses at the Project site. The Office Use Alternative would consider the development of one or more professional office buildings at the Project site, which would contain individual office suites occupied by a range of professional tenants. The remaining areas of the Project site would be developed with parking areas, drive aisles, driveway(s), lighting, utility connections, stormwater treatment and conveyance facilities, and landscaped areas. Under the Office Use Alternative, vehicular access to the site would be similar to that which is proposed by the Project. Offices are a permitted use within the M-SC Zone pursuant to Section 9.148.020 of the City's Municipal Code.

This alternative was rejected by the City as implementation would increase the Project's environmental impacts (e.g., air quality, GHG emissions, and transportation/traffic) due to increased generation of vehicular trips. A 335,000 s.f. office building would generate 3,263 trips, an increase of 1,947 daily trips over the proposed Project.² Therefore, this alternative would not substantially lessen or eliminate the Project's significant and avoidable air quality and GHG emission impacts.

Additionally, this alternative would fail to achieve the majority of the Project objectives. Specifically, the Office Use Alternative would not develop an industrial use (Objectives 1 and 3) within the City

² Based on Trip Generation from the 10th Edition, Institute of Transportation Engineers (ITE), general office (Code 710) would generate 9.74 daily trips per thousand s.f. Project generated daily trips total 1,316 (see Technical Appendix J).



and within proximity to key freeway infrastructure (Objective 4). Furthermore, no entity has been identified that could purchase the property for office uses. Accordingly, this alternative was considered but rejected.

6.4 ANALYSIS OF ALTERNATIVES

The City has identified the following alternatives as a range of reasonable alternatives to the proposed Project in accordance with CEQA Guidelines §15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the proposed Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the proposed Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant and unavoidable impacts fall under the topics of air quality (operational NO_x emissions) and GHG emissions. Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts.

Table 6-1, *Comparison of Alternatives to the Project*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under 6.1.1, *Project Objectives*.

6.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 23.44-gross acre Project site would continue to consist of undisturbed, vacant land. Under this alternative, no improvements would be made to the Project site and none of the proposed Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing condition.



A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The site is vacant and undeveloped with the exception of minor site improvements, which include a 12-foot diameter steel access way to an apparent underground water tunnel, a well pipe or tunnel vent, and utility poles. Under the No Project/No Development Alternative, the visual character and quality of the site would be maintained in its existing condition. No structures would be introduced on the Project site under this alternative, including the proposed warehouse buildings, lighting, or landscaping. Accordingly, although the proposed Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

B. Air Quality

The No Project/No Development Alternative would avoid the introduction of new potential sources of short-term (construction) and long-term (operational) air pollutant emissions that would occur during the implementation of the proposed Project. Accordingly, all of the Project's short- and long-term air quality impacts would be avoided under this alternative because no construction and operational activities would occur at the Project site. No impacts associated with air quality would occur under this alternative; therefore, this alternative would eliminate the Project's significant and unavoidable air quality impacts.

Although selection of the No Project/No Development Alternative would avoid the implementation of the proposed Project, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for this use in the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the Project's air pollutant emissions and significant and unavoidable air quality impacts to another location in the South Coast Air Basin (SCAB) resulting in the same or greater environmental effects to air quality.

C. Biological Resources

The No Project/No Development Alternative would leave the property in its existing condition; however, routine weed abatement (discing) would continue as in the existing condition. Although minor disturbance of the property would occur under this alternative due to weed abatement activities, impacts would be less than the proposed Project because the property would be disturbed temporarily and periodically as compared to the permanent disturbance that would occur as the result of the Project's proposed development. Accordingly, the No Project/No Development Alternative would eliminate the Project's potential impacts to special-status wildlife species and nesting migratory birds and no mitigation would be required.

D. Cultural Resources

No known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. The No Project/No



Development Alternative would avoid potential impacts associated with unearthing previously undiscovered archaeological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface historic, archeological, or human remains that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential cultural resource impacts and no mitigation would be required.

E. Energy

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped; therefore, the site would not require any additional near-term or long-term energy resources. Accordingly, although the proposed Project would result in less than significant impacts associated with energy, the No Project/No Development Alternative would have no impact related to energy use.

F. Geology and Soils

The No Project/No Development Alternative would result in no grading of the property; therefore, no impacts to geology or soils would occur. No known paleontological resources, or human remains were identified as occurring within the Project site under existing conditions. The No Project/No Development Alternative would avoid potential impacts associated with unearthing previously undiscovered paleontological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface resources that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential paleontological resource impacts and no mitigation would be required.

G. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no development would occur on the Project site; therefore, there would be no potential sources of near-term or long-term GHG emissions. Selection of this alternative would eliminate all of the proposed Project's near- and long-term effects associated with GHG emissions and no impacts associated with GHG emissions would occur under this alternative.

Although selection of the No Project/No Development Alternative would prevent the Project site from new development, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for an industrial within the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the Project's GHG emissions to another location in the SCAB resulting in the same or greater environmental effects related to GHG emissions.

H. Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no impacts related to hazards or hazardous materials would occur. Routine discing would continue to occur on



the Project site to remove dry/dead vegetation that has the potential to pose a fire hazard. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Project. Similarly, this alternative would have no hazardous materials impacts and no mitigation would be required.

I. Hydrology and Water Quality

The No Project/No Development Alternative would result in no grading or development of the property; therefore, no impacts to hydrology or water quality would occur. However, no drainage improvements or water quality features would be installed and runoff would continue to sheet flow south and east across the site towards Hall Avenue and Agua Mansa Boulevard as it does under existing conditions. Therefore, water quality impacts, including erosion and sedimentation would be greater under this alternative because the site would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed by the proposed Project. Accordingly, this alternative would result greater impacts associated with hydrology and water quality when compared to the proposed Project.

J. Land Use and Planning

The No Project/No Development Alternative would not result in any new development that would indirectly result in environmental impacts due to a conflict with an existing land use plan. However, this alternative would not help to implement the land uses assumed in the General Plan and would not help to meet substantial and unmet regional demands for this type of building space consistent with Southern California Association of Governments' Connect SoCal. Therefore, implementation of this alternative would have similar impacts related to land use and planning as the proposed Project.

K. Noise

Because no development would occur on the Project site under this alternative, no new sources of stationary noise and no new traffic trips would be generated; therefore, the No Project/No Development Alternative would not contribute to the less than significant incremental increase in area-wide noise levels that would occur under the proposed Project. Although the Project incorporates mitigation measures to reduce short-term construction related noise impacts to less than significant, this alternative would eliminate construction noise impacts.

L. Transportation

Under the No Project/No Development Alternative, no new development would occur on the Project site and no traffic would be generated at the Project site. Therefore, this alternative would have no impacts related to vehicle miles traveled. However, this alternative would not improve the surrounding roadways along Hall Avenue and Agua Mansa Road that would occur under the proposed Project. Accordingly, although the proposed Project would result in less than significant impacts associated



with transportation, the No Project/No Development Alternative would not result in any traffic generation and no impacts would occur.

M. Tribal Cultural Resources

The No Project/No Development Alternative would leave the Project site in its existing condition; no additional grading or disturbance of native soil would occur. As such, this alternative would not result in impacts to undiscovered tribal cultural resources that may exist beneath the surface of the Project site and would not require the mitigation. Accordingly, the implementation of the No Project/No Development Alternative would eliminate potential impacts associated with potential discovery of tribal cultural resources.

N. Utilities and Service Systems

The Project site does not generate any need for utilities under the existing condition, including domestic water, wastewater treatment, or solid waste disposal; therefore, the implementation of this alternative would avoid the increases in the demand for utility services that would be generated by the proposed Project. Although the proposed Project would have less than significant impacts, implementation of this alternative would result in no impacts associated with utilities and service systems.

O. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would result in no physical environmental impacts to the Project site beyond those that currently occur on the property which is primarily limited to on-going and required weed abatement. All significant and unavoidable impacts of the Project would be eliminated or lessened by the selection of the No Project/No Development Alternative. However, this alternative would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed by the proposed Project.

2. Attainment of Project Objectives

The No Project/No Development Alternative would fail to meet all of the Project's objectives, as described in Subsection 6.1.1.

6.4.2 HIGH-CUBE WAREHOUSE ALTERNATIVE

The High-Cube Warehouse Alternative considers a proposal where the proposed 335,002 s.f. buildings would be occupied by a high-cube warehouse use. The High-Cube Warehouse Alternative would include the same site improvements discussed in Section 3.0, *Project Description*, of this EIR (i.e. utility, landscaping, and parking). This alternative would also require a general plan amendment to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay.



This alternative was selected by the City to evaluate an alternative that allows for the Project site to be developed with a different industrial land use type (i.e., high-cube warehouse) that would reduce the Project's significant unavoidable impacts related to air quality and GHG emissions. The High-Cube Warehouse Alternative would generate 713 daily trips, including 41 a.m. peak hour, and 55 p.m. peak hour trips,³ resulting in a reduction of 603 daily, 166 a.m. peak hour, and 171 p.m. peak hour trips compared to the proposed Project.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The High-Cube Warehouse Alternative would have the same development area as the proposed Project. The existing vacant and undeveloped site, would be replaced with two buildings totaling 335,002 s.f. at the same height as the proposed Project. This alternative would also include design features similar to the proposed Project to create an aesthetically pleasing building and site design. Similar to the proposed Project, this alternative would be designed in a contemporary architectural style that features painted concrete of neutral shades of grey, black, and blue. The buildings would feature exterior structures such as a mullion system and canopies. This alternative would include tubular steel picket fencing along the property line contiguous with Agua Mansa Road and Hall Avenue and a 7-foot block wall (an extension of the block wall separating the Project site from the industrial use north of the site) to separate the residential uses from the Project site, and a 3-foot decorative wall fence along a portion of the northeast boundary. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Accordingly, implementation of the High-Cube Warehouse Alternative would result in the same impacts as compared to the proposed Project and would be less than significant.

B. Air Quality

The Project's operational emissions of NO_x would exceed the applicable SCAQMD regional thresholds for operational-source emissions of NO_x and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's NO_x emissions to levels that are less than significant.

The High-Cube Warehouse Alternative would have the same building square footage. Therefore, implementation of the High-Cube Warehouse Alternative would result in the same and less than significant impacts from construction-related air quality that would occur from implementation of the proposed Project.

The High-Cube Warehouse Alternative would reduce the number of vehicle trips and associated VMT by approximately 46 percent. A proportionate decrease in operational NO_x emissions would reduce

³ WRCOG, Vehicle Mix Source: DRAFT TUMF High Cube Warehouse Trip Generation Study, WSP, January 29, 2019. Trip Rate for "High-Cube Fulfillment Center Warehouse – WSP"



the Project's operational air quality emissions to less than significant. Therefore, this alternative would eliminate a significant unavoidable air quality impact.

C. Biological Resources

The High-Cube Warehouse Alternative would continue to cover the same impact area as the Project site. Impacts to sensitive wildlife species and nesting birds would continue to occur and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar to compared to the proposed Project.

D. Cultural Resources

The High-Cube Warehouse Alternative would have the same impact area and result in a similar potential to adversely affect undiscovered archaeological resources on the Project site. However, like the proposed Project mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to cultural resources from the High-Cube Warehouse Alternative would be similar to those associated with the proposed Project.

E. Energy

Under the High-Cube Warehouse Alternative the total building square footage would be the same and building energy demand would be similar. Additionally, the reduction in vehicle trips associated with this alternative would reduce fuel consumption. Construction and operational activities associated with this alternative would have reduced energy demand compared to the proposed Project. Impacts would remain less than significant.

F. Geology and Soils

Grading and development of the Project site would still occur under the High-Cube Warehouse Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the proposed Project. This alternative would result in a similar potential to impact undiscovered paleontological resources during grading, as the proposed Project. However, like the proposed Project mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the High-Cube Warehouse Alternative would be similar to those associated with the proposed Project.

G. Greenhouse Gas Emissions

Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact to the environment. The exceedance of GHG emissions is due to vehicle emissions. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant. The High-Cube Warehouse Alternative would reduce vehicle trips and associated VMT by approximately 46 percent, which would proportionately reduce GHG emissions from transportation sources. However, a 46



percent reduction in GHG emissions would still exceed the SCAQMP significance threshold and impacts would remain significant and unavoidable.

H. Hazards and Hazardous Materials

The High-Cube Warehouse Alternative would develop the Project site for high-cube warehouse uses, and therefore the same type of hazardous materials typically used for construction and operation of the proposed Project would be used under the High-Cube Warehouse Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would be done by the proposed project. There were not identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the proposed Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

I. Hydrology and Water Quality

The High-Cube Warehouse Alternative would have the same total building square footage and the area of impervious surfaces would be the same compared to the proposed Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the proposed Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the High-Cube Warehouse Alternative would result in similar impacts to hydrology and water quality as the proposed Project and would be less than significant.

J. Land Use and Planning

The High-Cube Warehouse Alternative would require a general plan amendment and zone change to implement the development. This alternative would have the same type of consistency with the SCAG SCS/RTP policies, the City's General Plan and municipal code. Therefore, like the proposed Project, the High-Cube Warehouse Alternative would result in a less than significant impact related to land use and planning and would be similar compared to the proposed Project.

K. Noise

The High-Cube Warehouse Alternative would result in the same total square footage and construction schedule, and therefore it would generate the same peak noise volumes and similar type and volume of construction noise as the proposed Project.

Operational noise would be reduced under this alternative, because it would result in a reduction of vehicle trips by approximately 46 percent. Therefore, traffic-noise sources would decrease. Noise impacts from the High-Cube Warehouse Alternative would be the less than significant with implementation of mitigation measures and reduced compared to the proposed Project.



L. Transportation

Construction and operation-related vehicle truck trips would be reduced under the High-Cube Warehouse Alternative would be reduced from 1,316 daily trips to 713 daily trips (or approximately 46 percent). This would result in a corresponding decrease in VMT. However, transportation impacts associated with the proposed Project were determined to be less than significant. Therefore, the High-Cube Warehouse Alternative would have less than significant impacts and would be reduced compared to the proposed Project.

M. Tribal Cultural Resources

The High-Cube Warehouse Alternative would result in a similar potential to adversely affect any tribal cultural resources on the project site as the proposed Project. However, like the proposed Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the High-Cube Warehouse Alternative would be similar to those associated with the proposed Project.

N. Utilities and Service Systems

The High-Cube Warehouse Alternative would have the same building square footage with the same demand for utilities and service systems. The demand for regional water supplies and generation of wastewater would be the same as the proposed Project. Thus, the impacts related to water supplies and wastewater would be similar and less than significant impacts that would occur. Similarly, solid waste generation would be the same as the proposed Project and require the same landfill capacity. Therefore, impacts to utilities and service systems would be the same and less than significant.

O. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The High-Cube Warehouse Alternative would result in similar impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, tribal cultural resources, and utilities and service systems. This alternative would eliminate the significant unavoidable impact related to air quality. This alternative would reduce impacts related to energy, noise, and transportation, although these impact areas were determined to be less than significant or less than significant with incorporation of mitigation measures with implementation of the Project. However, impacts related to GHG emissions, while reduced, would continue to be significant and unavoidable.

2. Attainment of Project Objectives

As shown in Table 6-1, this alternative would meet the Project objectives.



6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts associated with a cumulatively considerable increase of NO_x (an O₃ precursor) during operation, and no cumulative impacts related to GHG emissions. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not be consistent with the General Plan, zoning, and would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed by the proposed Project. Additionally, none of the Project objectives would be met.

The High-Cube Warehouse Alternative is environmentally superior to the Project. As shown in Table 6-1, the High-Cube Warehouse Alternative would have less impacts under five of the environmental topical areas and would eliminate a significant unavoidable operational air quality impact. The reduction in impacts is due to the fact that the use would have reduced vehicular trips, which would result in a reduction in operational-related impacts, including air quality, GHG emissions, energy, and noise impacts. This alternative would eliminate the significant unavoidable impact to air quality, but would not eliminate the Project's significant unavoidable impact related to GHG emissions. Additionally, the High-Cube Warehouse Alternative would attain the basic Project objectives.



Table 6-1 Comparison of Alternatives to the Project

Impact Area	Project	No Project/ No Development	High-Cube Warehouse
Aesthetics	LTS	No Impact (less)	LTS (similar)
Air Quality			
Construction	LTS	No Impact (less)	LTS (similar)
Operation	SU	No Impact (less)	LTS (less)*
Biological Resources	LTS/M	No Impact (less)	LTS/M (similar)
Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)
Energy	LTS	No Impact (less)	LTS (less)
Geology and Soils	LTS/M	No Impact (less)	LTS/M (similar)
GHG Emissions	SU	No Impact (less)	SU (less)
Hazards and Hazardous Materials	LTS	No Impact (less)	LTS (similar)
Hydrology and Water Quality	LTS	No Impact (greater)	LTS (similar)
Land Use and Planning	LTS	No Impact (similar)	LTS (similar)
Noise			
Construction	LTS/M	No Impact (less)	LTS/M (similar)
On-site Operations	LTS	No Impact (less)	LTS (similar)
Off-site Traffic-Related	LTS	No Impact (less)	LTS (less)
Transportation	LTS	No Impact (less)	LTS (less)
Tribal Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)
Utilities and Service Systems	LTS	No Impact (less)	LTS (similar)
Project Objectives		No Project/ No Development	High-Cube Warehouse
Objective 1: To develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for this type of building space consistent with Southern California Association of Governments' Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).		Not met	Met
Objective 2: To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to already-established industrial uses.		Not met	Met
Objective 3: To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, accommodate a wide variety of users, and are economically competitive with similar warehouse buildings in the local area and region.		Not met	Met
Objective 4: To develop industrial buildings in close proximity to key freeway infrastructure (the I-10, I-215, and SR-60 Freeways), thereby reducing goods movement travel distances.		Not met	Met
Objective 5: To develop a vacant property that is readily accessible to existing and available infrastructure, including roads and utilities.		Not met	Met
Objective 6: To attract new businesses to the City of Jurupa Valley in proximity to residences thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.		Not met	Met

LTS = Less than Significant

LTS/M = Less than Significant with Mitigation

SU = Significant and Unavoidable

* = Eliminates SU impact.



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7.3 PERSONS CONSULTED/Written or Verbal Communication

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