California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration Vernola Marketplace Apartments – Phase B Project

City of Jurupa Valley Master Application MA 21347

General Plan Amendment (GPA) 21013
Change of Zone (CZ) No. 21015
Site Development Permit (SPD) No. 21115
Variance (VAR) No. 21003
Setback Adjustment (SBA) No. 21003

Lead Agency

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June 10, 2022

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1.0 Finding

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

Joe Perez		City of Jurupa Valley
Signature		Agency
Joe Perez, Community Development Director		June 10, 2022
Printed Name/Title		**Date**

2.0 Introduction

2.1 Purpose of the Initial Study/Mitigated Negative Declaration

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

2.2 Environmental Impacts Requiring Mitigation

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

Table 2.1 Summary of Environmental Impacts Requiring Mitigation

Environmental Topic Section	Description of Impact	Mitigation Measure
4.4 (a) Biological Resources	Grading and vegetation removal may impact Burrowing Owl and nesting birds protected by the Migratory Bird Treaty Act.	**BIO-1**: Burrowing Owl Protection. 30-day preconstruction burrowing owl survey is required. **BIO-2:** Nesting Bird Protection. Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through October 1), unless a migratory bird nesting survey is completed.
4.5 (b) Cultural Resources	Sub-surface archaeological resources may be encountered during ground disturbance.	**CR-1**: Archaeological Monitoring is required. **CR-2:** Archaeological Treatment Plan. If resource is significant, an archaeological treatment plan is required. **CR-2:** Final Report.
4.7 (f) Geology and Soils	Sub-surface paleontological resources may be encountered during ground disturbance.	**GEO-1**: Paleontological Inadvertent Discovery. Stop work and resource to be evaluated by a Paleontologist. **GEO-2:** Paleontological Treatment Plan. If resource is significant, a paleontological treatment plan is required.
4.17 (b) Transportation	Developments impact on increase VMT	**VMT-1**: Increase Residential Density. **VMT-2**: Construct or Improve Bike Facility.
4.18 (b) Tribal Cultural Resources	Sub-surface tribal cultural resources may be encountered during ground disturbance.	**TCR-1 through TCR-3** requires monitoring during ground disturbance and treatment plan if significant resources are found.

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

2.3 Public Review of the Document

This Initial Study/Mitigated Negative Declaration and a Notice of Intent to adopt the Mitigated Negative Declaration was distributed to the following entities for a 20-day public review period.

1) Organizations and individuals who have previously requested such notice in writing to the City of Jurupa Valley;

2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and

3) The Riverside County Clerk.

The Notice of Intent also was noticed to the general public in the *Riverside Press-Enterprise*, which is a primary newspaper of circulation in the areas affected by the Project. According to CEQA Guidelines §15204(b), in reviewing this Initial Study/Mitigated Negative Declaration, persons and public agencies should focus on the proposed finding that the Project will not have a significant effect on the environment. If persons and public agencies believe that the Project may have a significant effect, they should: 1) Identify the specific effect, 2) Explain why they believe the effect would occur, and 3) Explain why they believe the effect would be significant.

Comments are to be submitted to:

City of Jurupa Valley
8930 Limonite Avenue, Jurupa Valley, CA 92509
Contact: Thomas Gorham, Principal Planner
(951) 332-6464
tgorham@jurupavalley.org

3.0 Project Description/Environmental Setting

3.1 Project Location

The Project site is located on approximately 8.33 acres on the east side of Interstate 15 (I-15) and the west side of Pats Ranch Road at the intersection of 65th Street. (See Table 3.1 - *Land Uses General Plan Land Use Designations, and Zoning Classifications).* The Project site is also identified by the following Assessor Parcel Numbers (APN): 163-400-001 and 163-400-052. (See Figure 3.1 - *Vicinity Location Map and Aerial Photo* and Figure 3.2 - *Conceptual Site Plan*).

3.2 Project Description

General Plan Amendment (GPA) 21013 and Change of Zone (CZ) No. 21015

The Project proposes a general plan amendment (GPA) of 8.33 acres of land from Light Industrial (LI) to Highest Density Residential (HHDR) and a change of zone (CZ) from I-P (Industrial Park) to R-3 (General Residential). The R-3 zone allows for multiple-family dwellings and apartment houses, subject to the development standards set forth in Section 9.240.545 of the City's Municipal Code.

Site Development Permit (SPD) No. 21115

The Project will be located on approximately 8.33 acres, and includes 208 apartment units (25 dwelling units per acre (du/ac)), in 18 separate apartment buildings with maximum heights of 43'5" and a mixture of one-, two-, and three-bedroom units. The Project will include 4,544 square foot leasing office/fitness/mail room/, club house, along with a fitness/cabana, with a pool and spa. Additional amenities include a dog park, BBQ/picnic areas, playground equipment, and/or a paracourse (fitness trail).

Variance (VAR) No. 21003

A request to reduce the minimum required driveway width from 28 feet to 24 feet.

Setback Adjustment (SBA) No. 21003

A request to reduce the minimum setback requirement adjacent to commercially zoned property from 50 feet to 20 feet.

3.3 Proposed Improvements

Internal Streets

Proposed internal streets will be private roads. Dedication at entrance to accommodate public improvements will be required (i.e., curb ramps).

Primary access to the site will be taken from a new west leg of the signalized intersection at Pats Ranch Road through an existing easement over the Vernola Marketplace Retail Center drive aisles. A new pedestrian connection from the property to Pats Ranch Road is also proposed within the

existing easement. Vehicular access gates will control access onto the property where onsite circulation to each apartment will be provided and allow access to onsite parking and garages. An emergency vehicle access driveway will be located in the southwest corner of the property that connects to the existing Vernola Marketplace Apartment Community – Phase A development just south of the site.

Water and Sewer Improvements

Water Service

The Project will connect to the existing water service available from the 18-inch waterline in Pats Ranch Road. The waterline connection will occur within the paved right-of-way of 65th Street adjacent to the eastern boundary of the Project site.

Sewer Service

The Project will connect to the existing sewer service available from the 18-inch and 15-inch-diameter lines in Pats Ranch Road. The sewer line connection will occur within the paved right-of-way of 65th Street adjacent to the eastern boundary of the Project site.

Storm Drainage Improvements

The Project's drainage plan includes a series of catch basins and drop inlets located at localized low points throughout the site. A network of underground storm drain pipes will convey these flows towards proposed Modular Wetlands System (MWS) located near the southwestern corner of the Project site.

3.4 Construction and Operational Characteristics

Construction

Construction of the Project is expected to take approximately 25 months (2 years).The natural topography of the Project site gently slopes from the northwest to the south-southeast and ranges in elevation from roughly 619 feet to 643 feet. Estimated earthwork includes approximately 49,000 cubic yards of soil export. (See Section 4.3, *Air Quality*, for additional details).

Operations

Typical operations include vehicle trips from residents, visitors, and service and delivery vehicles and the operation of lawnmowers, leaf blowers, and maintenance equipment associated with residential neighborhoods.

Figure 3.1 Vicinity Location Map/Aerial Photo

Figure 3.2 Conceptual Site Plan

3.5 Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "…the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced…" (CEQA Guidelines §15125[a]). Because a Notice of Preparation was not required, the environmental setting for the Project is **February 2022**, which is the date that the Project's environmental analysis commenced.

The Project site consists of regularly maintained vacant, undeveloped land that was previously graded with highly compacted soils. The Project site is relatively flat, and elevations on the site range from approximately 619 feet above mean seal level (MSL) to 643 feet above MSL from the northwest to the south-southeast The entire Project is disturbed and either unvegetated or dominated by non-native, ruderal species. The Project site contains approximately 4.56 acres of disturbed land and approximately 3.78 acres of ruderal vegetation as previously described.[1]

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

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

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site*	Vacant land	IL (Light Industrial)	I-P (Industrial Park)
North	Commercial and retail (Vernola Marketplace)	CR -(Commercial Retail)	C-P-S (Scenic Highway Commercial)
South	Vacant Land and Apartment Construction Project (Phase A).	HHDR (Highest Density Residential)	R-3 (Planned General Residential)
East	Immediately adjacent to commercial and vacant land followed by Pats Ranch Road, Limonite Meadows Park and residential uses.	OS-R (Open Space, Recreation) PF (Public Facilities/Institutional) MDR-(Medium Density Residential)	Industrial Park A-2-10 (Heavy Agriculture) R-1 (One Family Dwellings)
West	Interstate 15 (I-15) Residential beyond I-15 (City of Eastvale)	Freeway MDR(Medium Density Residential)	Freeway R-4 (Residential)

Source: Field inspection, City of Jurupa Valley-General Plan Land Use Map August 2020, Google Earth Pro.
* Site is located within the I-15 Corridor Specific Plan.

1 Biological Technical Report (Appendix C).

4.0 Environmental Analysis

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

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

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

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

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

4.1 Aesthetics

Threshold 4.1 (a). Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	

Impact Analysis

Plans, Policies, and Programs

PPP 4.1-1 As required by Jurupa Valley Municipal Code Section 9.80.010 and Section 9.240.545, a development plan (R-3 Development Standards – Multiple family dwellings) that includes, but is not limited to, development standards for structures, pedestrian walks, recreation and other open areas, walls, landscaping, and plans and elevations of typical structures to indicate architectural type and construction standards applies to the Project.

PPP 4.1-2 As required by Jurupa Valley Municipal Code Section 7.50.010, all utilities serving and within the Project site shall be placed underground unless exempted by this section.

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, the Jurupa Mountains, and the Pedley Hills as scenic vistas.[2]

From the Project site, the Santa Ana River is located approximately 1 mile southeast, the Jurupa Mountains are located approximately 4.6 miles northeast, and the Pedley Hills are located approximately 5 miles east/northeast.

The Project site provides limited views of the Jurupa Mountains and the Pedley Hills in the distant horizon. **PPP 4.1-1** and **PPP 4.1.2** above will limit building height and provide building setbacks between structures that would serve to limit blocking the existing views. Views of the Santa Ana River are not available because of intervening development and topography. Based on the preceding analysis, public views of a scenic vista would not be significantly or permanently blocked with implementation of the Project.

2 General Plan pps. 1-17 to 1-19.

Threshold 4.1 (b). Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓

Impact Analysis

According to the California Department of Transportation, the Project site is not located along a state scenic highway.[3] Additionally, no trees, rock outcroppings, historic buildings or other kinds of scenic resources are located on the vacant Project site. As such, there is no impact. In addition, according to the General Plan, the Project site is not located within or adjacent to a scenic corridor or roadway.[4]

Threshold 4.1 (c). Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) If the project is in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?			✓	

Impact Analysis

According to Census 2010, the Project site is in the Riverside-San Bernardino, California Urbanized Area.[5] As such, the Project is subject to the City's applicable regulations governing scenic quality.

Plans, Policies, and Programs

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

PPP 4.1-1 and **PPP 4.1-2** shall apply.

The Planning Department has reviewed the Project and determined that all applicable design and development standards have been met. With implementation of **PPP 4.1-1** and **PPP 4.1-2**, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

3 California Department of Transportation, State Scenic Highway Program, https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed March 30, 2022.

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

5 United States Census Bureau, 2010 Census Urban Area Reference Maps, https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html, accessed March 30, 2022.

Threshold 4.1 (d). Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

Impact Analysis

Plans, Policies, and Programs

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

PPP 4.1-3 All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

Outdoor Lighting and Glare

The Project would increase the amount of light in the area above what is being generated by the vacant site by directly adding new sources of illumination including security and decorative lighting for the proposed structures. With implementation of **PPP 4.1-3** and compliance with the City of Jurupa Valley Design Guidelines, Section II.H, impacts relating to light and glare are less than significant.

Building Material Glare

The primary exterior of the future structures will be typical of multi-family apartment buildings and consist of non-reflective materials including stucco exterior and tile roofing materials. Therefore, potential glare from the proposed Project is considered to be less than significant.

4.2 Agriculture Resources

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

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

Impact Analysis

(Sources: California Department of Conservation (DOC) Farmland Mapping and Monitoring Program website, 2022)

The Project site is designated as "Urban and Built-Up Land" and "Farm Land of Local Importance" by the State Department of Conservation[6]. The Project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. In addition, no properties abutting the Project site are classified as Farmland. The City of Jurupa Valley's General Plan considers agricultural land to be an appropriate use of land until such time as a property owner considers farming to be no longer economically viable which is why the General Plan designates agricultural land for eventual suburban and urban uses. The Project site is zoned for light industrial uses at present but the Project proposes to change the designation to high density residential. Both of these zoning designations are urban in nature. Therefore, the proposed Project would not result in the conversion of any Farmland to non-agricultural use. Therefore, there are no impacts.

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

Impact Analysis

(Sources: City of Jurupa Valley General Plan Land Use Map, 2017; City of Jurupa Valley Zoning Map, 2018; Riverside County Land Information System (RCLIS) 2022; Riverside County General Plan Program Environmental Impact Report, 2003; CDC, Williamson Act Map, FY 2018-2019)

6 California Department of Conservation, Farmland Mapping and Monitoring Program, https://databasin.org/datasets/b83ea1952fea44ac9fc62c60dd57fe48 , accessed April 6, 2022.

Agricultural Zoning

The current zoning classification for the site is I-P (Industrial Park) which is intended to promote and attract service-commercial, and related uses including warehousing/distribution, research and development, assembly and light manufacturing, repair facilities, and supporting retail uses and is not considered a primary agricultural zone. The Project is proposing a change of zone to R-3 (General Residential). The R-3 Zone is intended to allow development of subdivisions containing open areas that will be used for recreation purposes and is not considered a primary agriculture zone. Therefore, the Project zone change would not conflict with existing zoning for agricultural use.

Williamson Act

A Williamson Act Contract enables private landowners to voluntarily enter contracts with local governments for the purpose of establishing agricultural preserves. According to the County of Riverside Map My County (RCIT), the site is not within an agricultural preserve.[7]

Existing surrounding uses include commercial development to the north, residential development to the south and east and Interstate 15 to the west. Since the Project site does not have any current agricultural use, and does not have any agricultural General Plan Land Use Plan designation, implementation of the proposed Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Project therefore will have no impacts on existing zoning for agricultural use, or a Williamson Act contract.

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

Impact Analysis

The Project site is located in an area largely characterized by a mix of residential and commercial, development. The Project site is currently zoned Industrial Park (IP) but the Project's proposed Change of Zone seeks to change the IP zoning to General Residential (R-3) and is vacant and not being used for agricultural purposes. Additionally, there is no land being used primarily for agricultural purposes in the vicinity of the site; therefore, development of the site would not convert existing farmland to non-agricultural uses.

7 Riverside County Map My County (RCIT), Planning Layers Agricultural Preserves https://gis1.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed April 6, 2022.

4.3 Air Quality

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

- *Air Quality/Greenhouse Gas (GHG)/Energy for the Vernola Marketplace Apartment Community (VMAC) Phase B*, Albert A. Webb Associates, dated February 18, 2022. Appendix A to this Initial Study.
- *Air Toxic and Criteria Pollutant Health Risk Assessment*, Urban Crossroads, dated November 11, 2021. Appendix B to this Initial Study.
- *Air Toxic and Criteria Pollutant Health Risk Assessment Memorandum*, Urban Crossroads, dated May 11, 2022. Appendix B-1 to this Initial Study.

Background

Air Pollutants

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

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

Nitrogen Dioxide (NOx). Nitrogen dioxide (NO_2) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NOx.

Particulate Matter ($PM_{2.5}$ and PM_{10}): One type of particulate matter is the soot seen in vehicle exhaust. Fine particles — less than one-tenth the diameter of a human hair — pose a serious threat to human health, as they can penetrate deep into the lungs. PM can be a primary pollutant or a secondary pollutant from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

Sulfur Dioxide (SO_2). A strong smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO_2.

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

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

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

Federal and State Air Quality Standards

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

South Coast Air Quality Management District Standards

South Coast Air Quality Management District (SCAQMD) was created by the state legislature to facilitate compliance with the federal Clean Air Act and to implement the state air quality program. Toward that end, South Coast AQMD develops regulations designed to achieve these public health standards by reducing emissions from business and industry. The City of Jurupa Valley is located within the South Coast Air Basin (SCAB or Basin), which is under the jurisdiction of the SCAQMD. Table 4.3-1 describes the regional significance thresholds established by the SCAQMD to meet national and state air quality standards.

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

Pollutant	Emissions (Construction) (pounds/day)	Emissions (Operational) (pounds/day)
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550

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

Attainment Designation

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

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

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	No Standard
Ozone – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (N0x)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Unclassified /Attainment	Unclassified/Attainment
Lead	Attainment	Attainment

Source: California Air Resources Board, 2015.

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

Impact Analysis

The Project site is located within the South Coast Air Basin (SCAB or Basin). The SCAB encompasses approximately 6,745 square miles and includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The South Coast Air Quality Management District (SCAQMD) is required to produce air quality management plans directing how the Basin's air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is the *2016 Air Quality Management Plan*[9] and it is applicable to City of Jurupa Valley. The purpose of the plan is to achieve and maintain both the national and state ambient air quality standards described above.

To determine if a project is consistent with the *2016 Air Quality Management Plan*, the SCAQMD has established consistency criterion that are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's *CEQA Air Quality Handbook* and are discussed below.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2012 Air Quality Management Plan.

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards and National Ambient Air Quality Standards (NAAQS). As evaluated under Thresholds 4.3(b), (c), and (d) below, the Project would not exceed regional or localized significance thresholds for any criteria pollutant during construction or during long-term operation. Accordingly, the Project is determined to be consistent with the first criterion.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the 2016 Air Quality Management Plan.

The SCAQMD adopted the 2016 Air Quality Management Plan (AQMP) in March 2017. The growth assumptions used in the AQMP to project future air quality emissions levels are based on the projections of the Regional Transportation Model utilized by the Southern California Association of Governments (SCAG), which incorporates land use data provided by lead agency general plan documentation, as well as assumptions regarding population number, location of population growth, and a regional housing needs assessment. When the 2016 RTP/SCS and the 2016 AQMP

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

were prepared, the General Plan Land Use designation for the Project site was Light Industrial (LI), and this was the land use incorporated into the 2016 AQMP.

This second AQMP consistency criterion requires that the proposed Project does not exceed the growth assumptions in the AQMP.

The Project site is currently designated in the City General Plan, the I-15 Corridor Specific Plan, and City zoning as Industrial Park (IP). This designation allows a variety of industrial and related uses that would generate employment but would not directly generate any housing or population growth. A General Plan Amendment and a Change of Zone are being proposed to change the land use/zoning designations of this property to Highest Density Residential (HHDR), which would allow for development of multi-family uses at a density of up to 25 dwelling units per acre.

Current forecasts indicate that the SCAG region will experience a population growth of 7 percent between 2012 and 2023, with a 7 percent increase in vehicle miles traveled (VMT) and a population growth of 12 percent by the year 2031 with an 8 percent increase in VMT.[10]

Consistency with Forecasted Emissions

Air emissions are categorized into the following categories:

- **Stationary Sources:** Stationary sources can be divided into two major subcategories: Point and Area sources. Point sources primarily consist of permitted facilities with one or more emission sources at an identified location (e.g., power plants, refineries). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products and permitted sources that are smaller than the above thresholds) which are distributed across the region and are not required to individually report their emissions. Typical stationary emissions sources result primarily from the combustion of fuels, evaporation of solvents or fuels, and processing of materials. Hence, stationary sources are grouped under fuel combustion, waste disposal, cleaning and surface coatings, petroleum production and marketing, industrial processes, solvent evaporation, and other miscellaneous processes.
- **Mobile Sources:** Mobile sources consist of two subcategories: on-road sources and off-road sources. On-road sources are primarily passenger cars, trucks, and buses. Off-road sources are locomotives, ocean going vessels, commercial harbor craft, pleasure craft and off-highway Recreational Vehicles, cargo handling equipment, farm equipment and aircraft. [11].

Under the current land use designation of Light Industrial, the primary emissions sources would be a mix of stationary sources related to light industrial uses and passenger car and truck traffic. Under the proposed land use of Highest-Density Residential, the emissions sources would be primarily from passenger cars.

10 P 3-18
11 2016 AQMP, p. 3-2, 3-6.

With respect to air emissions, an industrial development would have less overall emissions because it would generate fewer passenger car vehicle trips, which are a major source of emissions. For example, 208 multiple-family dwelling units would generate a total of 1,537 average daily trips compared to 857 average daily trips with a 218,000-square-foot industrial building used for general light manufacturing.[12] Even though the change in land use would increase the air emissions, none of the South Coast AQMD thresholds are exceeded. As such, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, delay the timely attainment of air quality standards or the interim emissions reductions specified in the Final 2016 AQMP.

Table 4.3-3 Summary of Peak Operational Emissions Residential vs. Industrial Project

Source	Emissions (pounds/day)					
	VOC/ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Residential Project	12.76	8.30	69.24	0.13	12.48	3.51
Industrial Project	7.24	2.82	25.31	0.05	6.21	1.69
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Air Quality/Greenhouse Gas (GHG)/Energy Analysis (Appendix A).

In addition, because the Project does not exceed any of the SCAQMD numerical thresholds (regional and LST) for both construction and operation, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, delay the timely attainment of air quality standards or the interim emissions reductions specified in the Final 2016 AQMP. Therefore, the Project is consistent with the AQMP emission projections for the near-term period of the project buildout. As such, the Project would be consistent with the AQMP, and impacts would be less than significant.

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

Regional Air Quality Impacts

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

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

12 ITE Land Use Code 140-Manufacturing.

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

PPP 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "*Sulphur Content and Liquid Fuels*." The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and enabling the use of add-on control devices for diesel fueled internal combustion engines.

PPP 4.3-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113*, "Architectural Coatings.*" Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

PPP 4.3-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 *"PM10 Emissions from Paved and Unpaved Roads and Livestock Operations"* and Rule 1186.*1, "Less-Polluting Street Sweepers*." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

Impact Analysis

The Project has the potential to generate pollutant concentrations during both construction activities and long-term operation. Both construction and operational emissions for the Project were estimated by using the California Emissions Estimator Model (CalEEMod 2020.4.0), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as California Environmental Quality Act (CEQA) documents and is authorized for use by the South Coast Air Quality Management District (SCAQMD).

Construction activities associated with the Project will result in emissions of VOCs, NOx, SOx, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Grading
- Building Construction
- Paving
- Architectural Coating

Construction is expected to last approximately 25 months. Table 4.3-4 summarizes the maximum daily emissions for construction with highest calculate values from summer or winter modeling considering the application of **PPP 4.3-1** through **PPP 4.3-4**.

Table 4.3-4 Summary of Peak Construction Emissions

Maximum Daily Emissions	Emissions (pounds/day)					
	VOC/ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	8.65	37.56	51.49	0.11	5.41	2.64
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Air Quality/Greenhouse Gas (GHG)/Energy Analysis (Appendix A).

As shown in Table 4.3-4, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Therefore, impacts are less than significant.

Long-Term Regional Operation Related Impacts

Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the Project site. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed commercial facility. Energy demand emissions result from use of electricity and natural gas. The results of the CalEEMod model for operation of the Project site are summarized in Table 4.3-5.

Table 4.3-5 Summary of Peak Operational Emissions

Maximum Daily Emissions	Emissions (pounds/day)					
	VOC/ROG	NOx	CO	SOx	PM10	PM2.5
Maximum Daily Emissions	12.76	8.30	69.24	0.13	12.48	3.51
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Air Quality/Greenhouse Gas (GHG)/Energy Analysis (Appendix A).

As shown in Table 4.3-5, Project-related air emissions do not exceed SCAQMD regional thresholds. Therefore, long-term operational emissions from the Project are less than significant.

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

(Refer to **PPP 4.3.1 through PPP 4.3-4** under Threshold 4.3(b) above).

Localized Air Quality Impacts

The South Coast Air Quality Management District (SCAQMD) has established Localized Significance Thresholds (LST) which are used to determine whether or not a project may generate significant adverse localized air quality impacts from construction. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be to be a receptor such as residence, hospital, convalescent facility where it is possible that an individual could remain for 24 hours If the calculated emissions for the proposed construction are below the LST emission thresholds then the proposed construction activity is not significant for air quality. For purposes of this analysis, as the closest sensitive receptor locations in the proposed project are located to the east across Pats Ranch Road and the Vernola Marketplace Apartments Phase A south of the Project site, a receptor location of 25 meters was used for emissions assessment to ensure a conservative analysis.

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

Table 4.3-6 Maximum Daily Localized Emissions Thresholds

Pollutant	Construction
NOx	170
CO	883
PM_{10}	7
$PM_{2.5}$	4

Source: Localized Thresholds presented in this table are based on the SCAQMD Final Localized Significance Threshold Methodology, July 2008.

Localized Construction Emissions

Construction is expected to last approximately 25 months. Table 4.3-7 summarizes the localized construction emissions considering the application of **PPP 4.3-1** through **PPP 4.3-4**. As shown in

Table 4.3-7, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for construction activities.

Table 4.3-7 Summary of Localized Significance Construction Emissions

Grading Emissions	Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	33.75	39.37	3.81	2.22
SCAQMD Localized Threshold	170	883	7	4
Threshold Exceeded?	No	No	No	No

Source: Air Quality/Greenhouse Gas (GHG)/Energy Analysis (Appendix A).

Localized Onsite Operational Emissions

This Project involves the construction of a residential development. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site, such as warehouse/transfer facilities. The proposed Project does not include such uses. Therefore, due to the lack of stationary source emissions or onsite mobile equipment, no long-term LST analysis is needed.

CO Hot Spot Analysis

CO Hot Spots are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day). There are no intersections in the vicinity of the Project site that exceed the 100,000 vehicle per day threshold typically associated with CO Hot Spots. In addition, the South Coast Air Basin has been designated as an attainment area for CO since 2007. Therefore, Project-related vehicular emissions would not create a Hot Spot and would not substantially contribute to an existing or projected CO Hot Spot.

Toxic Air Contaminants (TACs)

Under the California Supreme Court's decision in *Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369 (Case No. S213478)*, a CEQA environmental evaluation is to identify the significant effects of the proposed project on the environment, *not* the significant effects of the environment *on* the proposed project. Thus, CEQA does not require analysis of the potential toxic air emissions effects to the future residents of the apartment homes from I-15. However, where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future project residents and the public at large.

While California has the strictest auto-emissions standards in the U.S., the state is also known for its freeways and heavy traffic. Traffic is a significant source of air pollution, particularly in urban areas, where more than 50% of particulate emissions come from traffic. Exhaust from vehicles contains a large number of toxic chemicals, including nitrogen oxides, carbon monoxide, and benzene. Traffic exhaust also plays a role in the formation of photochemical smog. Health effects of concern from

these pollutants include heart and lung disease, cancer, and increased mortality.[13] The primary source of TAC emissions related to the Project site is likely diesel particulate matter (DPM) resulting from freeway traffic on I-15. As shown above in Table 4.3-8, the amount of vehicle traffic (especially heavy-duty diesel trucks) is a major contributor to TAC emissions in the Project area.

Table 4.3-8 Annual Average Daily Traffic (AADT) Volumes on I-15*

Location	Average Annual Daily Traffic (AADT)	Truck Traffic (2 to 4 axles) (AADT
Interstate 15 @ Limonite Avenue	137,000	N/A
Interstate 15 between SR-60 and CA-91	N/A	11,025 to 16,154

Source: Caltrans Traffic Census Program.
*Caltrans Traffic Census Program, https://dot.ca.gov/programs/traffic-operations/census

As detailed in the *Vernola Market Place Apartment Community, Traffic Impact Analysis* (Webb, 2022) Appendix L, the Project is forecast to generate 1,537 daily trips. The Project is not expected to exacerbate the existing TAC emissions that are generated by heavy duty truck traffic from I-15, because apartment homes do not generate heavy-duty truck traffic. The Vernola Marketplace Air Toxic and Criteria Pollutant Health Risk Assessment Memorandum (Appendix B-1) found that the Project's total daily trips represents approximately 1 percent of the total volume of traffic that is expected to traverse the 1-15 freeway. As such, the Project would not substantially contribute to cumulative air quality hazards or exacerbate an existing environmental hazard. Impacts are less than significant, and no mitigation measures are required.

IMPORTANT NOTE: Although air emissions from the I-15 to the future residents of the Project site are not a CEQA related impact, the issue will be evaluated as part of the Site Development Permit and Conditions of Approval that may include air filtration units and landscaped barriers imposed similar to what was required for the development of Phase A in 2015.

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

Impact Analysis

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

13 CalEnviroScreen 4.0, Traffic Impacts, October 2021,https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf, p. 98.

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

The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction, and the impact is thus considered less than significant. Furthermore, standard construction practices would minimize odor emissions and their associated impacts, and construction activities would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, odors associated with the proposed Project construction and operations would be less than significant, and no mitigation is required.

4.4 Biological Resources

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

> *Biological Technical Report for Vernola Market Place Apartment Project,* Glen Lukos Associates, Inc., September 17, 2021 and is included as Technical Appendix C to this Initial Study.

Threshold 4.4 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		

Impact Analysis

Plans, Policies, or Programs (PPP)

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

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

Existing Conditions

The topography of the Project site is relatively flat with elevations on the site ranging from approximately 619 feet above mean seal level (MSL) to 643 feet above MSL. The Project site contains small debris piles and ruderal vegetation along the west, north, and eastern perimeters with a storm water basin southwest and adjacent to the Project site. Land use in the surrounding area varies between commercial, single family residential, and vacant land.

The vegetation community within the Project site is characterized by disturbed/developed land, that is either unvegetated or dominated by non-native ruderal species, including Russian thistle, five-hook bassia, short podded mustard, and white sweetclover. Typical wildlife includes songbirds, raptoral bird, small mammals, and reptile species tolerant of human activity.

Sensitive Plant Communities/Species

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey Area and Narrow Endemic Plant Species Survey Area (NEPSSA). The Project site does not occur within a Criteria Cell and/or Cell Group, Core and/or Linkage Area, Criteria Area Plant Species Survey Area (CAPSSA), Mammal Survey Area, Invertebrate/Delhi Sands Flower-Loving Fly Survey Area, or Amphibian Survey Area.

Narrow Endemic Plants

The Project site is located within NEPSSA 7, which identifies the following target species: San Miguel savory, San Diego ambrosia, and Brand's phacelia. The Project site does not contain suitable habitat for these species, and therefore the Project will not impact the Narrow Endemic Plants.[14]

Sensitive Wildlife Species

The Project site occurs within the MSHCP Burrowing Owl (*Athene cunicularia*) Survey Area, which is classified as a Species of Special Concern by the California Department of Fish and Wildlife (CDFW). Burrowing Owl was confirmed absent from the Project site during the 2014 and 2021 focused surveys. No Burrowing Owl were observed within the Project site, and no Burrowing Owl sign was detected in association with burrows. No other habitat supporting species that are classified as candidate, sensitive, or special status species was present on the Project site.[14]

The Project site contains suitable habitat for burrowing owls, and as such a pre-construction Burrowing Owl Survey will be required as indicated in Mitigation Measure BIO-1.

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

14 Biological Technical Report, Appendix C

Mitigation Measures

The following measures are required to be performed prior to clearing and grubbing within the Project site (Impact Site) to avoid impacts to nesting birds and burrowing owls.

BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection. A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Western Riverside County Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.

BIO-2: Nesting Bird Protection. As feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through August 31. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance of the site, including disking, vegetation grubbing, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

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

Impact Analysis

The Biological Technical Report concluded that the Project site does not contain any native vegetation communities, including special-status vegetation communities, or riparian habitat. The site also does not contain jurisdictional wetlands or natural drainage features that would fall under the jurisdiction of state or federal regulatory agencies. As noted in Threshold 4.4(a) above, the entire property is disturbed, with vegetated areas dominated by non-native, ruderal species. Therefore, the proposed Project would have no impacts on special-status vegetation communities or riparian habitat.

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

Impact Analysis

The Biological Technical Report concluded that the Project site does not contain any state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal). Additionally, the Project site does not contain jurisdictional waters. As noted in Threshold 4.4(a) above, the entire property is disturbed, with vegetated areas dominated by non-native, ruderal species. Therefore, the proposed Project would have no impact on state or federally protected wetlands. [15]

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

Impact Analysis

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Corridors effectively act as links between different populations of a species. The Project Site area proposed for development does not represent a wildlife travel route, crossing, or regional movement corridor between large open space habitats. The Project site is bordered by Interstate 15 (I-15), existing roads, residential development, and commercial development. As such, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

The site supports nesting opportunities for common migratory bird species. All migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918.[16] The MBTA prohibits individuals to kill, take, possess, or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 7034).

15 Biological Technical Report: Appendix C

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

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

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

Impact Analysis

The City of Jurupa Valley General Plan and City of Jurupa Valley Code of Ordinances contain policies protecting significant trees, other significant vegetation, and trees within the City's right of way of any City highway. According to the General Plan Policy COS 1.2 – Protection of Significant Trees and Policy COS 1.3 – Other Significant Vegetation, "significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected".[17] According to the General Plan, other significant vegetation includes agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.[18] Section 13.10.050 - Tree removal of the City of Jurupa Valley Code of Ordinances regulates the trimming and removal of trees planted within the City's right of way of any City highway.

The entire proposed Project site is disturbed, with vegetated areas dominated by non-native, ruderal species. There are no trees, including street trees, California native trees, or stands of mature native and non-native trees within the Project site. Therefore, there are no protected trees or significant vegetation on the Project site and the Project would not conflict with local policies or ordinances protecting biological resources.

17 City of Jurupa Valley, General Plan Conservation and Open Space Element, Policy COS-1.2.
18 City of Jurupa Valley, General Plan Conservation and Open Space Element, Policy COS-1.3.

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

Impact Analysis

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).[19] The plan provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

The conclusions and recommendations from the MSHCP Consistency Analysis that was part of the Biological Technical Report, prepared for the Project (Appendix C) are listed in Table 4.4-1:

Table 4.4-1 MSHCP Consistency Analysis

MSHCP Element/Requirements	Project Site Status
Criteria Cell/Cell Group	The Project site is not located within a MSHCP Criteria Area or Criteria Cell Group.
Area Plan Subunit	The Project site is not located within a MSHCP Area Plan Subunit.
Habitat Management Unit	The Project site is located within a Habitat Management Unit. The Project site is not located within or adjacent to MSHCP Conserved Lands.
MSHCP Conservation Areas	The Project site is not located within a MSHCP Conservation Area.
Public/Quasi Public (PQP) Conservation Land	The Project site is not located within Public/Quasi Public Conservation Land.
Narrow Endemic Plants (*MSHCP Section 6.1.3*)	The Project site is located within NEPSSA 7, which identifies the following target species: San Miguel savory, San Diego ambrosia, and Brand's phacelia. The Project site does not contain suitable habitat for these species, and therefore, will not impact narrow endemic plants.
Additional Species Surveys (including Burrowing Owl, Criteria Area Species, Amphibians, and Mammals) [*MSHCP Section 6.3.2*]	The Project site is located within the Burrowing Owl Survey Area. The Burrowing Owl noted no burrowing owl presence. However, due to the presence of suitable burrowing owl habitat within the Impact Site and proximity to the Burrowing Owl Survey Area, a 30-day pre-construction burrowing owl survey will be required to be conducted prior to construction activities. No other additional species surveys are required per the MSHCP.
Riparian/Riverine Resources (*MSHCP Section 6.1.2*)	Riparian/riverine resources are not present within the Project Site. No changes in hydrology are expected as a result of this Project.
Vernal Pools *(MSHCP Section 6.1.2)*	No vernal pools or seasonal depressions are present onsite. No vernal pools were identified within the immediate vicinity of the

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

MSHCP Element/Requirements	Project Site Status
	Project and therefore no indirect impacts to vernal pools are anticipated.
Fairy Shrimp *(MSHCP Section 6.1.2)*	Due to the lack of suitable habitat on the Project site, no impacts to fairy shrimp are anticipated.
Delhi-Sands flower-loving fly	Delhi Soil Series are not mapped within the Project site and therefore the site lacks suitable Delhi-Sands flower-loving fly habitat. No impacts to Delhi-Sands flower-loving fly are anticipated.
Guidelines Pertaining to Urban/ Wildlands Interface (*MSHCP Section 6.1.4*)	The proposed Project is not located in proximity to the MSHCP Conservation Area or other native habitats. As such, the Project will not result in significant indirect effects to biological resources. Furthermore, the Urban/Wildland Interface Guidelines do not apply to the proposed Project.

Source: Biological Technical Report, Appendix C.

4.5 Cultural Resources

The analysis in this section is based in part on the following technical report.

Cultural Resources Assessment, Vernola Marketplace Apartments, LSA, dated July 2014. and is included as Technical Appendix D to this Initial Study.

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

Impact Analysis

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

CEQA Guidelines §15064.5(a) clarifies that historical resources include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural,

engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Historic Setting

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

The Project area was originally agricultural uses and had been subject to dumping and bulldozing. There are no structures on the site; however, development is taking place to the south, with existing development to the north and east and Interstate 15 to the west.

Research and Conclusions

A record search was conducted at the University of California, Riverside, Eastern Information Center, Riverside, for the Project site. This search included a review of all recorded historic and prehistoric archaeological sites within a 1-mile radius of the Project site. In addition, the California Points of Historical Interest (PHI), the list of California Historical Landmarks (CHL), the California Register of Historic Resources Inventory (HRI) were checked. Historic maps were also reviewed.

Results of the record search indicated that the Project area had been previously surveyed in its entirety (Drover 1989) and that no cultural resources sites are recorded within the Project area. The records search also determined that no properties on the various registers and inventories that were searched are within the current Project area.

The records search indicates that five areas adjacent to the Project area have also been surveyed. The area northeast of the current property was surveyed by Wilke and Hammond (1973); the area on the east side of the parcel was surveyed by Hoover and Blevins (2003); while the area south of the property was surveyed by White (1994), McKenna (2003), and Tang et al. (2006). Within 1.0 mile of the current project area, an additional 18 surveys have been conducted. These surveys are identified in the EIC record search results letter appended to the Cultural Report.

Eight cultural resources are recorded within 1.0 mile of the project area. These resources include six houses, one farm/ranch, and one historic power line. The houses, all farther than 0.25 mile from the project area, are all wood-framed, ranch-style houses except P-33-014880, which is an adobe structure thought to date pre-1900 and recorded as possibly the oldest existing adobe in the Mira Loma area. The closest resource to the current Project area is the power line, P-33-16681, which originally ran along the north side of 68th Street west and south of the Project area, then turned north to run through the current project area.

The property is located approximately 1 mile north of the Santa Ana River and has been used for agricultural purposes for over 80 years. Extensive mechanized ground disturbance has occurred along the west side of the project from construction of I-15, along the northern boundary of the

project area due to construction of an elevated dirt road, in the southeastern portion of the Project area from dozing and dumping, and throughout the remainder of the Project area due to historic agricultural use of the land, as well as from recent disking. The property contains no known cultural resources. Therefore, it is recommended that no further cultural resources management (e.g., monitoring) of the project area is necessary.

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

Impact Analysis

Archaeological Setting

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. A summary of previous findings cited in the *Cultural Resources Assessment* (Appendix D) relating to the archaeological setting are summarized below.

- No significant archaeological or cultural resources were identified during the research and site survey. Results of the record search indicated that the project area had been previously surveyed in its entirety (Drover 1989) and that no cultural resource sites are recorded within the project area. The records search also determined that no properties on the various registers and inventories that were searched are within the current project area.
- The records search indicates that five areas adjacent to the project area have also been surveyed. The area northeast of the current property was surveyed by Wilke and Hammond (1973); the area on the east side of the parcel was surveyed by Hoover and Blevins (2003); while the area south of the property was surveyed by White (1994), McKenna (2003), and Tang et al. (2006). Within 1.0 mile of the current project area, an additional 18 surveys have also been conducted.

Research and Conclusions

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

The intensive survey of the property failed to yield any evidence of prehistoric or historic archaeological resources. While there is always a potential for buried resources, the potential is relatively low and, with no evidence of bedrock outcroppings and the extensive farming conducted

over decades, it is unlikely buried resources will be identified within the Project site. However, since the area is still considered slightly sensitive (resources have been recorded within 1 mile), if any evidence of prehistoric archaeological resources is encountered during grading activities, the following mitigation measures are required:

Mitigation Measure(s)

Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan:

CR-1: Archaeological Monitoring Program. Prior to issuance of grading permits the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resources Consultant List maintained by the County of Riverside Planning Department, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). A Cultural Resource Monitoring Program shall be developed in coordination with the Consulting Tribe(s) [defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.2(b)(1)] that addresses the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of the CRMP shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. The Professional Archaeologist may submit a detailed letter to the City of Jurupa Valley during grading requesting a modification to the CRMP. If the resource is significant, Mitigation Measure CR-2 shall apply.

CR-2: Archeological Treatment Plan. A treatment plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall be coordinated with the Consulting Native American Tribe(s) as described in Mitigation Measure TCR-s of the Initial Study/Mitigated Negative Declaration for MA21347.

CR-3: Final Report. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Consulting Native American Tribe(s) as described in Mitigation Measure TCR-s of the Initial Study/Mitigated Negative Declaration for MA21347.

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

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

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

4.6 Energy

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

> *Air Quality/Greenhouse Gas (GHG)/Energy Analysis for the Vernola Marketplace Apartment Community (VMAC) Phase B*, Albert A. Webb Associates, February 18, 2022, Appendix A to this Initial Study.

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

Impact Analysis

Construction Energy Analysis

Construction of the Project would require the use of fuel- and electric-powered equipment and vehicles for construction activities. The majority of activities would use fuel-powered equipment and vehicles that would consume gasoline or diesel fuel. Heavy construction equipment (e.g., dozers, graders, backhoes, dump trucks) would be diesel powered, while smaller construction vehicles, such as pick-up trucks and personal vehicles used by workers, would be gasoline powered. The majority of electricity use would be for power tools. The anticipated construction schedule assumes the Project would be built in approximately 25 months with off-road equipment and on-road trips (e.g., workers, vendors, haul trips) consuming approximately 150,904 gallons of diesel fuel and approximately 222,644 gallons of gasoline. The consumption of energy would be temporary in nature and would not represent a significant demand on available supplies. There are no unusual characteristics that would necessitate the use of fuel or electricity that would be less energy efficient than at comparable construction sites in the region or state.

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

In addition, as required by state law,[20] idling times of construction vehicles is limited to no more than 5 minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Equipment employed in construction of the Project would therefore not result in inefficient wasteful or unnecessary consumption of fuel.

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

Operation Energy Analysis

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

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total vehicle miles traveled (VMT) and estimated vehicle fuel economies of vehicles accessing the Project site. The Project will result in 5,180,480 VMT and an estimated annual fuel consumption of 160,693 gallons of gasoline and 25,860 gallons of diesel fuel.[21]

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

Operational Energy Demands

Occupancy of the single-family residences would result in the consumption of natural gas and electricity. Energy demands are estimated at 3,146,190 kBTU/year of natural gas and 1,157,300 kWh/year of electricity. [22] Natural gas would be supplied to the Project by SoCalGas, and electricity would be supplied by Southern California Edison (SCE). The Project proposes multi-family residential homes reflecting contemporary energy efficient/energy-conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other multi-family land use projects of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

In summary, as supported by the preceding analyses, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. Impacts will therefore be less than significant.

21 Appendix A, Air Quality/Greenhouse Gas (GHG)/Energy Analysis.
22 Appendix A, Air Quality/Greenhouse Gas (GHG)/Energy Analysis.

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

Impact Analysis

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

4.7 Geology and Soils

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

> *Geotechnical and Infiltration Evaluation*, GEO Tek, Inc., March 10, 2021 and is included as Technical Appendix E to this Initial Study.

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

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the *California Building Code,* which requires the Project to comply with the approved recommended seismic design requirements contained in the *Geotechnical and Infiltration Evaluation*, GEO Tek, Inc. (2021), and be incorporated in

the construction of each structure, to preclude significant adverse effects associated with seismic hazards.

The Project site is in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct proposed structures in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 and the City Building Code. The CBSC and the City Building Code are designed to preclude significant adverse effects associated with strong seismic-ground shaking. In addition, the Project would be conditioned to comply with the site-specific ground preparation and construction recommendations contained in the Project's *Geotechnical and Infiltration Evaluation* prepared for the Project (see **PPP 4.7-1**) (Appendix D). With mandatory compliance with these standards and site-specific design and construction measures, potential adverse impacts associated with seismically induced ground shaking would be reduced to less than significant.

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 shall apply.

According to the General Plan[23] the Project site has a moderate to high potential for liquefaction. According to the Geotechnical and Infiltration Evaluation for the Project, a liquefaction analyses for the subject property was performed. Results from the evaluation indicate the site soils are not susceptible to liquefaction upon application of the design earthquake event (p. 8, Geotek 2021).
The Geotechnical Evaluation indicates that the soil deposits underlying the property are not susceptible to liquefaction; however, the soils above the perched water table are potentially susceptible to dry settlement (dynamic densification) as a result of seismic ground shaking. The geotechnical analysis indicates a potential ground surface settlement of about 1.37 inches. A differential seismic settlement of about two-thirds inch over a 30-foot span is estimated. Based on these magnitudes of seismic settlement, ground modification and/or special foundation design are not considered necessary.

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

Per **PPP 4.7-1** as a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the recommendations included in the *Geotechnical and Infiltration Evaluation* prepared for the Project (Appendix E).

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

Impact Analysis

The Project site is relatively flat with no adjacent or nearby uplands that could cause landsliding. The Geotechnical and Infiltration Evaluation for the Project site found that evidence of ancient landslides or slope instabilities was not observed during the investigation. Thus, the potential for landslides is considered negligible for design purposes (p. 8, Geotek, 2021).

Per **PPP 4.7-1** as a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the recommendations included in the *Geotechnical and Infiltration Evaluation* prepared for the Project (Appendix E).

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

Impact Analysis

Construction

Grading and construction activities would expose and loosen topsoil, which could be eroded by wind or water. The Municipal Code requires the preparation of a Storm Water Pollution Prevention Plan to address site-specific conditions related to these activities.[24] The plan will identify potential sources of erosion and sedimentation loss of topsoil during construction, and identify erosion control measures to reduce or eliminate the erosion and loss of topsoil, such as use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, and hydroseeding.

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

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

Operation

The proposed Project includes installation of landscaping throughout the Project site, and areas of loose topsoil that could erode by wind or water would not exist upon operation of the Project. In the proposed condition, storm water will flow to the internal street system and be conveyed to the southwest across the Project site towards the water quality and detention basins. The use of detention basins reduces the potential for storm water to erode topsoil downstream.

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 shall apply.

Landslides, lateral spreading, subsidence, liquefaction, and collapse as a result of an earthquake are largely dependent on the underlying geologic conditions (e.g., bedrock, type of soil, and the depth of the water table). The site is composed of older alluvium consisting of very dense silty sand and medium stiff to stiff sandy clay. The water table is at a depth of 45 to 100 feet below ground surface (bgs).

Landslides: The Geotechnical and Infiltration Evaluation for the Project site states that evidence of ancient landslides or slope instabilities was not observed during the investigation. Thus, the potential for landslides is considered negligible for design purposes.

Lateral Spreading: When subsurface sand layers lose strength because of liquefaction, lateral spreading and can occur in overlying sediments allowing them to move down even the gentlest slopes. The potential for and magnitude of lateral spreading is dependent upon many conditions, including the presence of a relatively thick, continuous, potentially liquefiable sand layer and high slopes. Subsurface information obtained for the Geotechnical and Infiltration Evaluation indicate that the soil deposits underlying the property are not susceptible to liquefaction; however, there is a potential to be susceptible to dry settlement (dynamic densification) as a result of seismic ground shaking. The Geotechnical Evaluation indicates a

potential ground surface settlement of about 1.37 inches. A differential seismic settlement of about two-thirds inch over a 30-foot span is estimated. Based on these magnitudes of seismic settlement, ground modification and/or special foundation design are not considered necessary. Based on currently available procedures, the site does not appear to be susceptible to (lateral spread) ground surface disruption during a moderate seismic event.

Subsidence/Collapse: Land subsidence can occur in various ways during an earthquake. Large areas of land can subside drastically during an earthquake because of offset along fault lines. Land subsidence can also occur as a result of settling and compacting of unconsolidated sediment from the shaking of an earthquake. Cohesive soils such as clay and silt are particularly likely to cause subsidence since they shrink and swell depending on their moisture content. According to the USGS Land Subsidence in California Map, the Project site is not located in an area where subsidence has occurred.[25]

Liquefaction: The occurrence of liquefaction is restricted to certain geologic and hydrologic environments, primarily in areas with recently deposited sands and silts (usually less than 10,000 years old) with high ground-water levels. It is most common where the water table is at a depth of less than 30-feet. As noted in the response to Threshold 4.7 (a2), according to the General Plan,[26] the Project site has a high potential for liquefaction.

The Geotechnical Evaluation indicates that the soil deposits underlying the property are not susceptible to liquefaction.

As a mandatory condition of Project approval, the Project would be required to conduct site preparation and grading as well as construct the proposed structures in accordance with the approved recommendations included in the *Geotechnical and Infiltration Evaluation* prepared for the Project (Appendix E).

Threshold 4.7 (d). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?			✓	

Impact Analysis

Plans, Policies, and Programs

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

25 USGS Land Subsidence in California: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html
26 City of Jurupa Valley, General Plan Safety Element, *Figure 8-5: Liquefaction Susceptibility in Jurupa Valley*.

PPP 4.7-1 shall apply.

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

The expansion index, *EI*, value is used by engineers and other professionals as an indicator of the soil's swelling potential. According to the American Society for Testing & Materials (ASTM) Standard D4829, soil having an expansion potential of greater than 91 is considered to be expansive soil. Based on laboratory testing, the materials present near the ground surface have an Expansion Index EI=1, which is less than an Expansion Index of greater than 91. As such, risks from expansive soils are considered to be low. Notwithstanding, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in the *Geotechnical and Infiltration Evaluation* prepared for the project (Appendix E).

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

Impact Analysis

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

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

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

> *Cultural Resources Assessment, Vernola Marketplace Apartments*, LSA, dated July 2014, and is included as Technical Appendix E to this Initial Study.

Impact Analysis

General Plan Figure 4-18 - Paleontological Sensitivity, indicates that the site has a high sensitivity (Ha) designation for finding paleontological resources.[27] An assessment of paleontological resources was conducted by LSA in 2014 for both the Phase A and B sites together. The search conducted by LSA at the San Bernardino County Museum in May 2014 indicated that there are no known paleontological resources within an approximate 1-mile radius around the current project area, and no paleontological resources were observed during the field survey.

The LSA report concluded there was a potential to encounter paleontological resources during ground-disturbing activities in the northwestern portion of the Project site (Phase B) beginning at the surface, as well as in the southern portion of the Project site below a depth of 5 feet. The report recommended monitoring of grading in these areas in case paleontological resources were found. Therefore, Mitigation Measures GEO-1 and GEO-2 are required. With implementation of GEO-1 and GEO-2 impacts will be less than significant.

Mitigation Measures

GEO-1: Paleontological Inadvertent Discovery. Prior to the issuance of grading permits, a qualified Paleontologist shall be retained to conduct monitoring as necessary during ground-disturbing activities such as vegetation removal, grading, and other excavations related to the project. The Paleontologist shall be present at the pre-grade conference and shall establish a schedule for paleontological resource surveillance based on the nature of planned activities. The Paleontologist shall establish, in cooperation with the lead agency, procedures for temporarily halting or redirecting work, if any is ongoing, to permit the sampling, identification, and evaluation of cultural resources as appropriate. If the paleontological resources are found to be significant, the Paleontologist/Monitor shall determine appropriate actions, in cooperation with the lead agency, for exploration and/or salvage. Significant sites that cannot be avoided will require data recovery measures and shall be completed upon approval of a Data Recovery Plan.

GEO-2: Paleontological Treatment Plan. Prior to the issuance of grading permits, a qualified paleontologist shall be retained to observe ground-disturbing activities and recover fossil resources as necessary when construction activities will impact the older Quaternary Alluvium. The Paleontologist will attend the pre-grade conference and establish procedures and protocols for paleontological monitoring and to temporarily halt ground-disturbing activities to permit sampling, evaluation, and recovery of any discovery. Substantial excavations below the uppermost layers (more than 3 feet below surface) should be monitored. Sediment samples should be recovered to determine the small-fossil potential of the site. If a discovery is determined to be significant, additional excavations and salvage of the fossil may be necessary to ensure that any impacts to it are mitigated to a less than significant level.

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

Unique Geologic Feature

The Project site is relatively flat. The site soils generally consist of alluvial soils consisting of silty sand with bedrock at depths of 7 to 15 feet. The granular earth materials are very loose to very dense. These features are common in the area. As such, the Project does not contain a geologic feature that is unique or exclusive locally or regionally.

4.8 Greenhouse Gas Emissions

The following analysis is based in part on the following technical memo.

> *Air Quality/Greenhouse Gas (GHG)/Energy Analysis for the Vernola Marketplace Apartment Community (VMAC) Phase*, Albert A. Webb Associates, February 18, 2022, Appendix A to this Initial Study.

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

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

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

No single land use project could generate enough greenhouse gas (GHG) emissions to noticeably change the global average temperature. Cumulative GHG emissions, however, contribute to global climate change and its significant adverse environmental impacts. Thus, the primary goal in adopting GHG significance thresholds, analytical methodologies, and mitigation measures is to ensure new land use development provides its fair share of the GHG reductions needed to address cumulative environmental impacts from those emissions.

Thresholds of Significance

A final numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not been established by the South Coast Air Quality Management District (SCAQMD). General Plan Policy AQ 9.5 requires the City to utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP). The City has determined that the SCAQMD's draft threshold of 3,000 $MTCO_2e$ per year is appropriate for residential land use development projects. The 3,000 $MTCO_2e$ threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (SCAQMD Interim GHG Threshold). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3.

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

Table 4.8-1 Annual Greenhouse Gas Emissions

Emissions Source	Total Emissions ($MTCO_2e$ per year)
Annual construction-related emissions amortized over 30 years	72.18
Vegetation	(4.77)
Area Source	3.60
Energy Source	3.40.37
Mobile Source	1,732.22
Waste	32.54
Water Usage	53.37
Total CO_2E (All Sources)	2,229.51
Screening Threshold (CO_2E)	3,000
Threshold Exceeded	No

Source: Air Quality/Greenhouse Gas (GHG)/Energy Analysis (Appendix A).

As shown on Table 4.8-1, the Project has the potential to generate approximately 2,229.51 $MTCO_2e$ per year. As such, the Project would not exceed the City's screening threshold of 3,000 $MTCO_2e$. Thus, Project-related emissions would not have a significant direct or indirect impact on greenhouse gas emissions that could impact climate change, and no mitigation or further analysis is required.

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

Impact Analysis

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

- The California Air Resources Board (CARB) Scoping Plan is the state's overall strategy in the form of measures that apply to emission sectors that comprise the state's greenhouse gas emission inventory. The state's implementation strategy primarily takes the form of source-specific regulations for energy producers fuel suppliers, and vehicle manufacturers. For example, California Light-Duty Vehicle GHG Standards and Low Carbon Fuel Standard. The Scoping Plan envisions a limited role for local government in implementing the state's GHG reduction strategy, focusing on local government's authority over land use and some transportation projects.
- The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. To this end, the Southern California Association of Governments (SCAG) has adopted the *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy,* which charts a course for closely integrating land use and transportation to increase mobility options and achieve a more sustainable growth pattern. Implementation of Connect SoCal depends on partnerships with local jurisdictions and County Transportation Commissions (CTCs). The land use strategies in Connect SoCal are based on a growth vision that was developed through extensive consultation with local communities, which proposes multiple different types of Priority Growth Areas, as well as identifying regional growth constraints. SCAG provides resources to help local jurisdictions align local plans and programs with the regional growth vision through a series of technical assistance and funding programs.

Certain measures of the Scoping Plan and Connect SoCal are supported by the Project, such as energy conservation and energy efficiency measures. Other measures, while not directly applicable, would not be obstructed or impeded by Project implementation.

The City is in the process of preparing a Climate Action Plan (CAP) in conjunction with WRCOG which will identify specific policies and regulations that are directed at the project level. Until such time that the City adopts a CAP, the Project is evaluated for consistency with the following plans, policies, or regulations to reduce greenhouse gas (GHG) emissions as shown in Table 4.8.2, *Consistency with GHG Reduction Measures.*

Table 4.8-2 Consistency with GHG Reduction Measures

GHG Reduction Measure	Consistency Analysis
General Plan	
AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	The City has determined that the SCAQMD's draft threshold of 3,000 $MTCO_2e$ per year is appropriate for this Project. GHG emissions are 2,229.51 $MTCO_2e$ which is less than the 3,000 $MTCO_2e$ threshold.
CSSF 2.44 Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.	The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code.
LUE 11.6 Energy Efficiency. Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.	The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City's water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.6.
ME 3.9 Pedestrian Facilities. Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design, or other conditions.	The municipal code requires pedestrian access between the public sidewalk and the onsite walkways that provide access to the dwelling units. The applicant will be required to provide ADA compliant connection along the primary access drive aisle to Pats Ranch Road. This connection will use an existing access easement through the shopping center that will be modified to include pedestrians. Landscaped open areas and walking paths, per code are included as community amenities. A second pedestrian access route is located along the secondary emergency vehicle access drive aisle and secondary access easement.
ME 3.36 Bicycle Improvements Conditionally Required. Require the construction or rehabilitation of bicycle facilities and "bicycle-friendly" improvements as a condition of approving new development, following Zoning Ordinance standards	The Project is providing a network of internal roads and sidewalks within the community which will allow for biking, walking, and pedestrian use.
Municipal Code	
Energy Efficiency	As required by Municipal Code Section 8.05.010(7), California Energy Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with this section.
Green Buildings	As required by Municipal Code Section 8.05.010 (8), *California Green Building Standards Code,* prior to issuance of a building permit, the Project proponent shall submit plans in compliance with this code section.
Water Conservation	The Project will comply with Chapter 9.283. - Water Efficient Landscape Design Requirements.
Solid Waste Reduction	The Project shall comply with Section 4.408 of the *2013 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.

Based on analysis above, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts will be less than significant.

4.9 Hazards and Hazardous Materials

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

Phase I Environmental Site Assessment Vernola Marketplace, GEO Tek, Inc., March 3, 2021 and is included as Appendix F to this Initial Study.

Threshold 4.9 (a-b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	

Impact Analysis

Existing Conditions

The subject site is currently vacant and undeveloped land with the southern portion of the site being used as a storage area for construction of adjacent property to the south. No pits, ponds, swamps, dry wells, or lagoons were observed on the subject property. The *Phase I ESA* did not find any environmental concerns or problematic sites listed in governmental databases on the Project site or in the surrounding area.

Construction Activities

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

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the

Environmental Protection Agency, the California Department of Toxic Substances Control, the South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. As such, impacts due to construction activities would not cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less than significant impact would occur.

Operational Activities

The Project site would be developed with residential land uses, which is a land use not typically associated with the transport, use, or disposal of hazardous materials. Although residential land uses may utilize household products that contain toxic substances, such as cleansers, paints, adhesives, and solvents, these products are usually in low concentration and small in amount and would not pose a significant risk to humans or the environment during transport to/from or use at the Project site.

Pursuant to state law and local regulations, residents would be required to dispose of household hazardous waste (e.g., batteries, used oil, old paint) at a permitted household hazardous waste collection facility. Accordingly, the Project would not expose people or the environment to significant hazards associated with the disposal of hazardous materials at the Project site. Long-term operation of the Project would not expose the public or the environment to significant hazards associated with the transport, use, or disposal of hazardous materials.

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

Impact Analysis

The Project site is not located within one-quarter (0.25) mile of an existing or proposed school. From the Project site, the nearest school is VanderMolen Elementary School located approximately 0.4 miles southeast. In addition, as discussed in the responses to Thresholds 4.9(a) and 4.9(b) above, all hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations with respect to hazardous materials. Therefore, regardless of the proximity of planned or proposed schools, the Project will not impact schools.

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

Impact Analysis

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

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

Based on a review of the Cortese List maintained by the California Environmental Protection Agency there were no open cases on the Project site or within one mile. [28]

The results of the Phase I Environmental Site Assessment prepared for the Project (Appendix F), are summarized in Table 4.9-1 below:

Table 4.9-1 Summary of Site Reconnaissance

Item	Concerns	Comments
General Housekeeping	No	No concerns observed.
Surface Spills	No	No concerns observed.
Stained Surfaces	No	No concerns observed.
Pits/Ponds/Lagoons	No	No concerns observed.
Surface Impoundments	No	No concerns observed.
ASTs/USTs	No	No concerns observed.
Distressed Vegetation	No	No concerns observed.
Wetlands	No	No concerns observed.

28 California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/ , accessed April 5, 2022. Phase 1 ESA p. 6.

Item	Concerns	Comments
Electrical Substations	No	No concerns observed.
Areas of Dumping	No	No concerns observed.
Transformers Waste/Scrap Storage	No	No concerns observed.
Chemical Use/Storage	No	No concerns observed.
Transformers Waste/Scrap Storage	No	No concerns observed.

Source: Phase I Environmental Site Assessment, Geotek, 2021.

Recognized Environmental Conditions

Based on the Phase I Environmental Site Assessment, no visual indication of conditions of concern (e.g., water wells, drywells, cesspools) that would indicate a Recognized Environmental Condition (REC) was observed during the site reconnaissance.

Threshold 4.9 (e). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?				✓

Impact Analysis

Airport Land Use Compatibility

The nearest airport is Riverside Municipal Airport located approximately 5.40 miles southeast of the Project site. According to *Map RI-1, Riverside Municipal Airport Land Use Compatibility Plan*, the Project site is not located within the airport compatibility zones.[29] Therefore, there will be no impact on airport land use planning.

Airport Noise

The Project consists of multi-family residences and will not expose people to excessive aircraft noise. The nearest airport is Riverside Municipal Airport located approximately 5.40 miles southeast of the Project site. According to *Map RI-3, Noise Compatibility Contours Riverside Municipal Airport, Land Use Compatibility Plan*, the Project site is located outside the 55 CNEL to 60 CNEL Noise Impact Zone and thereby would not expose residents of the Project to excessive noise levels. Standard building design and construction methods would provide adequate noise attenuation to comply with the indoor noise standard of 45 CNEL and thereby would not expose residents of the Project to excessive noise levels.

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

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

Impact Analysis

Access to the Project site is proposed from Pats Ranch Road and 65th Street. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles.

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

Impact Analysis

According to the General Plan,[30] the Project site is not located within a high wildfire hazard area. (Also refer to analysis under Issue 4.20, Wildfire).

4.10 Hydrology And Water Quality

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

- *Preliminary Drainage Study;* Albert A. Webb, Associates; December 2021 (Appendix G).
- *Preliminary WQMP*, Albert A. Webb, Associates; December 2021 (Appendix H).
- *Water and Sewer Will Serve Letter*, Jurupa Community Services District, April 28, 2021 (Appendix I).

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

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

Impact Analysis

Plans, Policies, or Programs (PPP)

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

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

PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, *Section B (2),* any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.

PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, *Section C*, new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.

PPP 4.10-4 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 NPDES permit issued by the State Water Resource Control Board, Santa Ana Regional Water Quality Control Board, Porter-Cologne Water Quality Control Act (Water Code §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.

Water Quality Standards

The Porter-Cologne Water Quality Control Act[31] defines water quality objectives (i.e., standards) as "…the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area" [(§13050 (h)].[32]

Construction Impacts (Water Quality Standards)

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

The Municipal Code requires the Project to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities.[33] The permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area.

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

Operational Impacts (Water Quality Requirements)

Storm water pollutants commonly associated with the types of land uses that could occupy the proposed structures include sediments, nutrients, trash and debris, bacteria and viruses, oil and grease, and pesticides. Pursuant to the requirements of the Municipal Code,[33] a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. The Preliminary WQMP prepared for the Project (Appendix H), proposes to divert flows that will be captured by a series of catch basins and drop inlets located at

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

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

33 City of Jurupa Valley, *Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls*. Available at: https://library.municode.com/ca/jurupa_valley/codes/municipal_code?nodeId=TIT6HESA_CH6.05STWAURRUMADICO_S6.05.050REPOSTWA

localized low points throughout the site. A network of underground storm drain pipes will convey these flows towards proposed Modular Wetlands System (MWS) located near the southwestern corner of the project site.

Private development projects are required to prepare a WQMP and SWPPP and implement appropriate BMPs to comply with the County's MS4 Permit. These requirements are specified in **PPP 4.10-1** through **PPP 4.10-4**. These water quality requirements are considered regulatory compliance and not project specific mitigation under CEQA. With regulatory compliance, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts will be less than significant.

Waste Discharge Requirements

Waste Discharge Requirements are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 "Water Quality," Article 4 "Waste Discharge Requirements."[34] These requirements regulate the discharge of wastes that are not made to surface waters, but that may impact the region's water quality by affecting underlying groundwater basins. Discharge requirements are issued for Publicly Owned Treatment Works' wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities that can affect water quality.

Operational Impacts (Waste Discharge Requirements)

To facilitate proper funding and management of sanitary sewer systems, the Jurupa Community Services District has adopted *Sewer System Management Plan WDID* 8SSO10582[35] (SSMP), which includes provisions to provide proper and efficient management, operation, and maintenance of sanitary sewer systems. Additionally, the SSMP contains a spill response plan that establishes standard procedures for immediate response to a sanitary sewer overflow in a manner designed to minimize water quality impacts and potential nuisance conditions. By connecting to the Jurupa Community Services District sewer system, the Project will not violate any waste discharge requirements.

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

35 https://www.jcsd.us/home/showdocument?id=1564.

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

Impact Analysis

Groundwater Supplies

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

Sustainable Groundwater Management

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

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

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

Impact Analysis

Existing Condition

In the existing condition, site drainage sheet flows across the property from the northwest to the southeast corner of the property. There are no stream courses or other established natural surface drainages within or adjacent to the Project site.

Proposed Condition

In the proposed condition, flows will be captured by a series of catch basins and drop inlets located at localized low points throughout the site. A network of underground storm drain pipes will convey these flows towards proposed Modular Wetlands System (MWS) located near the southwestern corner of the project site. During construction, the Project is also required to implement a Stormwater Pollution Control Plan per **PPP 4.10-1**.

As proposed, the design of the storm drain system will not result in substantial erosion or siltation onsite or offsite; substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite; create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows.

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

Impact Analysis

According to the General Plan,[36] the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps,[37] the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche because there is no water body in the area of the Project site capable of producing a seiche. Therefore, there are no impacts regarding these water-related concerns.

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

Impact Analysis

As discussed under Threshold 4.10 (a) and 4.10 (c), with implementation of the drainage system improvements and features as described, the Project will not conflict with or obstruct implementation of a water quality control plan. As discussed under Threshold 4.10 (b), the Project site is not subject to a Sustainable Groundwater Management program and will not substantially impede sustainable groundwater management of the basin. Therefore, there are no impacts regarding these water-related concerns.

4.11 Land Use and Planning

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

Impact Analysis

An example of a Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project is in

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

37 California Department of Conservation, California Official Tsunami Inundation Maps, https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area., accessed April 9, 2022.

an area largely characterized by residential and commercial developments. The Project site is approximately 8.3 acres and is bordered by Pats Ranch Road to the east and Interstate 15 (I-15) to the west. As such, the Project will not divide an established community.

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

Impact Analysis

A General Plan Amendment (GPA) is being proposed to change the designation of this property to Highest Density Residential (HHDR) which would allow for development of multi-family uses at a density of up to 25 dwelling units per acre. A corresponding change of zone (CZ) is also proposed to reclassify the site as R-3 General Residential. The proposed Project would implement these new designations through a development plan that consists of an apartment complex with 208 apartment units on 8.3 acres (25 units/acre) as shown in the proposed site plan (see previous Figure 3.2, Conceptual Site Plan).

It should be noted that the property just south of the proposed Project processed a similar General Plan Amendment (GPA) and Change of Zone (CZ) in 2016. That GPA/CZ and the proposed similar changes will transform this area between the I-15 Freeway and Pats Ranch Road from future light industrial uses to a residential community that is proximate to commercial uses, schools, and parks, which will help reduce regional vehicle miles traveled (VMT) and will be more compatible with the existing residential uses along the east side of Pats Ranch Road. The City's 2017 General Plan also indicates that additional housing to help meet the City's Regional Housing Needs Allocation (RHNA) may come from residential uses within the I-15 Corridor Specific Plan (Table 5.33, *Progress in Meeting RHNA*, p. 5-55, General Plan Housing Element, 2017).

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

- **South Coast Air Quality Management District 2016 Air Quality Management Plan**. Refer to Threshold 4.3 (a) in Section 4.2, *Air Quality*.
- **Western Riverside County Multiple Species Habitat Conservation Plan**. Refer to Threshold 4.4 (f) in Section 4.4, *Biological Resources.*
- **California Air Resources Board Scoping Plan**. Refer to Threshold 4.8(b) in Section 4.8, *Greenhouse Gas Emissions.*

- **Southern California Association of Governments Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy**. Refer to Threshold 4.8 (b) in Section 4.8, *Greenhouse Gas Emissions.*
- **Santa Ana Regional Water Quality Control Board's Santa Ana River Basin Water Quality Control Program**. Refer to Threshold 4.10(e) in Section 4.10, *Hydrology and Water Quality.*

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

4.12 Mineral Resources

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

Impact Analysis

According to the General Plan,[38] the Project site is located within Mineral Resource Zone (MRZ) 3, which is defined as "Areas containing known or inferred mineral occurrences of undetermined mineral resources significance." However, no mineral resource extraction activity is known to have ever occurred on the Project site. Accordingly, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California.

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

Impact Analysis

The General Plan Open Space, Mineral Resources (OS-MIN) land use designation is intended for mineral extraction and processing and includes areas held in reserve for future mineral extraction and processing.[39] The Project site is delineated as Manufacturing-Service Commercial (M-SC).

38 City of Jurupa Valley, General Plan Figure 4-16: Jurupa Valley Mineral Resources.
39 City of Jurupa Valley, *General Plan Land Use Element,* p.2-28.

Therefore, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site.

4.13 Noise

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

> *Noise Impact Analysis*, Vernola Marketplace Apartment Community, Urban Crossroads dated October 13, 2021 and is included as Technical Appendix J to this Initial Study.

NOTE: Under the California Supreme Court's decision in *Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478), a CEQA environmental evaluation is to identify the significant effects of the proposed project **on the environment, not the significant effects of the environment on the proposed project**. Thus, CEQA does not require analysis of the potential noise impacts to the future residents of the apartment homes from I-15. However, where a project will exacerbate an existing environmental hazard, CEQA requires an analysis of the worsened condition on future project residents and the public at large. Although noise impacts from the I-15 to the future residents of the Project site is not a CEQA related impact, the issue will be evaluated as part of the Site Development Permit and Conditions of Approval that landscaped barriers imposed similar to what was required for the development of Phase A in 2015.

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

Impact Analysis

Existing Ambient Noise Levels

The primary source of noise in the area is from vehicle traffic from Interstate 15 (I-15) to the west and to a lesser degree traffic from Pats Ranch Road to the east.

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations in the Project study area as shown in Figure 4.13-1. Table 4.13-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Table 4.13-1 demonstrates ambient noise levels in the Project area range from 52.9-68.7 dBA during the daytime and 51.3-63.3 dBA during the nighttime.

Noise Receiver Locations

Table 4.13-1 24-Hour Ambient Noise Levels at Receiver Locations

Location	Description	Average Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located northwest of the Project Site near single-family residence at 12334 Constellation St.	52.9	51.3
L2	Located east of the Project Site on Pats Ranch Road near single-family residence at 6491 Tigers Eye Ct.	68.6	62.9
L3	Located east of the Project Site on Pats Ranch Road near single-family residence at 12013 65th St.	68.7	63.3
L4	Located east of the Project Site on Pats Ranch Road near Limonite Meadows Park at 6596 Meander Way.	61.5	56.7
L5	Located southwest of the Project Site near single-family residence at 6770 Leanne St.	62.3	60.8

Source: Noise Impact Analysis (Appendix J).

Figure 4.13-1 Noise Measurement Locations

Construction Noise Impact Analysis

Noise levels associated with the construction will vary with the different types of construction equipment. Table 4.13-2 identifies the level of noise generated by construction equipment.

Table 4.13-2 Typical Construction Equipment Noise Levels

Construction Stage	Reference Construction Activity*	Reference Noise Level @ 50 feet (dBA Leq)	Combined Noise Level (dBA Leq)
Site Preparation	Crawler Tractors	71	79
	Hauling Trucks	71	
	Rubber Tired Dozers	71	
Grading	Graders	79	79
	Compactors	67	
	Excavators	64	
Building Construction	Tractors	72	74
	Cranes	67	
	Welders	65	
Paving	Pavers	70	74
	Paving Equipment	69	
	Rollers	69	
Architectural Coatings	Cranes	67	72
	Air Compressors	67	
	Generator Sets	67	

Source: Table 10-1, Urban Crossroads 2021

* Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA) expressed in hourly average Leq based on estimated usage factors from the FHWA Roadway Construction Noise Model (RCNM).

Note: Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance for general construction noise assessment.

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

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

   The closest residences to the Project property line range from 353 to 481 feet from the property line. Therefore, the Project is compliant with General Plan Policy NE 3.5 and no mitigation is required.

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

   Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation

followed by three to four minutes at lower power settings. Noise levels will be loudest during the site preparation phase.

Table 4.13-3 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA Leq)					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coatings	Highest Levels[2]
R1	64.2	64.2	59.2	59.2	57.2	64.2
R2	66.5	66.5	61.5	61.5	59.5	66.5
R3	66.7	66.7	61.7	61.7	59.7	66.7
R4	63.9	63.9	58.9	58.9	56.9	63.9
R5	66.2	66.2	61.2	61.2	59.2	66.2

Source: Table 10-2, Urban Crossroads 2021

1 Noise receptor locations shown in Figure 4.13-1.

2 Calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver location.

The closest residence to the Project property line ranges from 353 to 481 feet from the property line. The construction noise levels at these receiver locations are expected to range from 63.9 to 66.7 dBA. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold established by the *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.*

Offsite Operational Traffic Noise Impacts

According to Caltrans, the human ear is able to begin to detect sound level increases of 3 decibels (dB) in typical noisy environments.[40] A doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dBA increase in sound would generally be barely detectable.

The Project expects to generate a maximum of 1,537 daily trips at full occupancy. It takes a doubling of traffic to create a +3 dBA noise impact.[41] Primary site access is via Van Buren Boulevard and Pats Ranch Road, Limonite Avenue, and 68th Street, which are substantially trafficked roads with a current daily traffic count presented in Table 4.13-4. The addition of 1,537 trips would create a minimal noise increase of less than 0.5 dBA CNEL. Existing and Project contribution to traffic noise levels is shown in Table 4.13-5 and indicates the project contribution of 0.0 to 0.5 dBA CNEL is less than the 1 dBA significance threshold.

40 Caltrans, Traffic Noise Analysis Protocol, April 2020, p. 7-1.

41 Caltrans Technical Supplement to the Traffic Noise Analysis Protocol, September 2013, Table 2-10.

Table 4.13-4 Roadway Traffic Count

ID	Roadway	Segment	Average Daily Traffic Volumes*					
			Existing (2021)		Opening Day (2023)		Horizon Year (2035)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Pats Ranch Rd.	s/o Limonite Ave.	9,770	10,770	11,280	12,280	14,810	15,810
2	Pats Ranch Rd.	n/o 65th St.	7,460	8,460	7,740	8,740	13,320	14,320
3	Pats Ranch Rd.	s/o 65th St.	7,480	7,660	7,920	8,100	13,610	13,790
4	Limonite Ave.	w/o Pats Ranch Rd.	30,320	31,210	33,380	34,270	41,680	42,570
5	Limonite Ave.	e/o Pats Ranch Rd.	25,800	25,910	28,740	28,850	35,470	35,580
6	68th St.	w/o Pats Ranch Rd.	10,250	10,430	12,210	12,390	18,490	18,670

*Vernola Marketplace Apartment Community Traffic Impact Analysis, Albert A. Webb Associates.

Table 4.13-5 Project Traffic Noise Impacts

Road	Segment	CNEL at Receptor (dBA)[1]			Exterior Noise Standard	Incremental Noise Level Increase Threshold[2]	
		No Project	With Project	Project Addition		Limit (dBA)	Exceeded?
Existing (2021) With Project							
Pats Ranch Rd.	South of Limonite Ave.	67.9	68.4	0.4	65	3	No
Pats Ranch Rd.	North of 65th St.	66.8	67.3	0.5	65	3	No
Pats Ranch Rd.	South of 65th St.	66.8	66.9	0.1	65	3	No
Limonite Ave.	West of Pats Ranch Rd.	70.6	70.8	0.1	70	3	No
Limonite Ave.	East of Pats Ranch Rd.	66.9	69.9	0.0	65	3	No
68th St.	West of Pats Ranch Rd.	68.2	68.2	0.1	65	3	No
Opening Day (2023) With Project							
Pats Ranch Rd.	South of Limonite Ave.	68.6	68.9	0.4	65	3	No
Pats Ranch Rd.	North of 65th St.	66.9	67.5	0.5	65	3	No
Pats Ranch Rd.	South of 65th St.	67.0	67.1	0.1	65	3	No
Limonite Ave.	West of Pats Ranch Rd.	71.1	71.2	0.1	70	3	No
Limonite Ave.	East of Pats Ranch Rd.	70.4	70.4	0.0	65	3	No
68th St.	West of Pats Ranch Rd.	68.9	69.9	0.1	65	3	No
Horizon Year (2035) With Project							
Pats Ranch Rd.	South of Limonite Ave.	69.7	70.0	0.3	65	3	No
Pats Ranch Rd.	North of 65th St.	69.3	69.6	0.3	65	3	No
Pats Ranch Rd.	South of 65th St.	69.4	69.4	0.1	65	3	No
Limonite Ave.	West of Pats Ranch Rd.	72.0	72.1	0.1	70	3	No
Limonite Ave.	East of Pats Ranch Rd.	71.3	71.3	0.0	65	3	No
68th St.	West of Pats Ranch Rd.	70.7	70.7	0.0	65	3	No

Source: Tables 7-7 through 7-9, Urban Crossroads, 2021

1 All Receptor Sites are noise sensitive uses (existing residential) except for Limonite Ave. west of Pats Ranch Road (commercial)

2 Does the Project create an incremental noise level increase exceeding the significance criteria?

Stationary Source Noise Impacts

This analysis describes noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, 7 days per week. The onsite Project-related noise sources include air conditioning units, trash enclosure activity, pool/spa

activity and parking lot vehicle movements. Using reference noise levels to represent the proposed Project operations, the *Noise Study* calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 4.13-6 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. and the nighttime hours 10:00 p.m. to 7:00 a.m. The daytime hourly noise levels at the offsite receiver locations are expected to range from 40.6 to 44.3 dBA Leq while the nighttime hourly noise levels at the offsite receivers are expected to range from 35.5 to 38.5 dBA Leq.

Table 4.13-6 Project Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Daytime Operational Noise Levels					
Air Conditioning Units	33.7	36.8	37.1	34.3	36.0
Trash Enclosure Activities	34.0	36.4	36.5	33.6	37.1
Pool/Spa Activities	38.8	41.8	42.1	37.8	40.4
Parking Lot Vehicle Movements	28.2	30.5	30.8	27.6	30.7
Total (all sources)	**41.2**	**44.0**	**44.3**	**40.6**	**43.3**
Nighttime Operational Noise Levels					
Air Conditioning Units	33.7	36.8	37.1	34.3	36.0
Trash Enclosure Activities	26.2	28.6	28.7	25.8	29.3
Pool/Spa Activities	0.0	0.0	0.0	0.0	0.0
Parking Lot Vehicle Movements	28.2	30.6	30.5	27.6	30.7
Total (all sources)	**35.3**	**38.2**	**38.5**	**35.6**	**37.8**

Source: Tables 9-2 and 9-3, Urban Crossroads 2021

Table 4.13-7 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	41.2	35.3	65	45	No	No
R2	44.0	38.2	65	45	No	No
R3	44.3	38.5	65	45	No	No
R4	40.6	35.6	65	45	No	No
R5	43.3	37.8	65	45	No	No

Source: Table 9-4, Urban Crossroads 2021

1 See Exhibit 4.13-2 for the receiver locations.

2 Proposed Project operational noise levels as shown on Tables 9-2 and 9-3.

3 Exterior noise level standards for source (commercial) land use, as shown on Table 4-1.

4 Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

To determine if the Project's operational noise levels are in compliance with City Standards, the Project's operational noise levels are compared with the daytime and nighttime standards as shown in Table 4.13-7, Operational Noise Level Compliance. Project-related operational noise levels are below the City's operational noise criteria. Therefore, the Project operational noise level increases are considered to be less than significant.

Conclusion

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

Threshold 4.13 (b). Would the Project result in:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	

Impact Analysis

This analysis focuses on the potential groundborne vibration associated with vehicular traffic and construction activities. Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized in Table 4.13-8.

Table 4.13-8 Vibration Source Levels for Construction Equipment

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

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

The closest residence to the Project property line ranges from 353 to 481 feet from the property line. The estimated construction vibration level from a large bulldozer (worst case scenario) measured at the closest receiver would create a vibration level of 0.002 in/sec, which does not exceed the 0.2 in/sec threshold. Table 4-13-9 indicates the construction vibration levels estimated at the closest receives to the Project site.

Table 4.13-9 Construction Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	410	0.000	0.001	0.001	0.001	0.001	0.2	No
R2	387	0.000	0.001	0.001	0.001	0.001	0.2	No
R3	380	0.000	0.001	0.001	0.002	0.002	0.2	No
R4	481	0.000	0.000	0.001	0.001	0.001	0.2	No
R5	353	0.000	0.001	0.001	0.002	0.002	0.2	No

1 Receiver locations are shown on Exhibit 10-A.
2 Distance from receiver location to Project construction boundary.
3 Based on the Vibration Source Levels of Construction Equipment (Table 10-4).
4 Based on guidance from the City of Jurupa Valley Planning Department.
5 Does the peak vibration exceed the acceptable vibration thresholds? "PPV" = Peak Particle Velocity

Based on City of Jurupa Valley maximum acceptable continuous vibration threshold of 0.2 PPV (in/sec), the typical Project construction vibration levels will satisfy the vibration thresholds at all receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site boundaries; therefore, vibration impacts will be less than significant.

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

Impact Analysis

The Project consists of multi-family apartment residences and will not expose people to excessive aircraft noise. The nearest airport is Riverside Municipal Airport located approximately 5.40 miles southeast of the Project site. According to *Map RI-3, Noise Compatibility Contours Riverside Municipal Airport, Land Use Compatibility Plan*, the Project site is located outside the 55 CNEL to 60 CNEL Noise Impact Zone and thereby not expose residents of the Project to excessive noise levels.[42]

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

4.14 Population and Housing

Threshold 4.14 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	

Impact Analysis

The Project site is located in a developed area of the City and is served by existing water and sewer facilities, gas and electric utilities, and improved roadways. No additional infrastructure will be needed to serve the Project other than connection to infrastructure adjacent to the site.

The Project site is currently designated in the City General Plan, the I-15 Corridor Specific Plan, and City zoning as Industrial Park (IP). This designation allows a variety of industrial and related uses that would generate employment but would not directly generate any housing or population growth. A General Plan Amendment and Change of Zone are being proposed to change the land use/zoning designations of this property to Highest Density Residential (HHDR) which would allow for development of multi-family uses at a density of up to 25 dwelling units per acre.

Based on the California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-202*2, the City's population as of January 1, 2022 is 105,383 with a ratio of persons per household of 3.71.[43] Based on the number of units times 3.75 persons per dwelling unit, the proposed Project would increase the City's population by approximately 780 persons. (3.751 persons/du with 208 units). An increase of 780 in relation to the current population of 105,384 represents an increase of 0.7 % and would not induce substantial population growth.

Based on the discussion above, the proposed Project will not result in an inconsistency with the AQMP. Accordingly, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, and therefore the Project would have less than a significant impact on the implementation of the air quality plan.

43 https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/

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

Impact Analysis

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

4.15 Public Services

Threshold 4.15 (a).	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

Impact Analysis

Fire Protection

Plans, Policies, or Programs (PPP)

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

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

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

The Riverside County Fire Department provides fire protection services to the Project area. The Project would be primarily served by the Jurupa Valley Fire Station No. 18 located approximately 1.8 miles east of the Project site at 7545 Mission Boulevard and the Riverside County Eastvale Fire Station No. 27 located approximately 1.5 roadway miles east of the Project site at 7067 Hammer Avenue, Eastvale, California.

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

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

Furthermore, the Municipal Code requires payment of the Development Impact Fee to assist the City in providing for fire protection services.[44] Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the above analysis, with implementation of **PPP 4.15-1** and **PPP 4.15-2,** impacts related to fire protection are less than significant.

Police Protection

Plans, Policies, or Programs (PPP)

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

PPP 4.15-3 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to

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

offset the incremental increase in the demand for public services that would be created by the Project.

The Riverside County Sheriff's Department provides community policing to the Project area via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, California. The Project would increase the demand for police protection services. The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services.[44] Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

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

Based on the above analysis, with implementation of **PPP 4.15-3**, impacts related to police protection are less than significant.

Schools

Plans, Policies, or Programs (PPP)

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

PPP 4.15-4 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

The Project proposes 208 new apartment units that may directly create additional students to be served by the Jurupa Unified School District. However, the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

Parks

Plans, Policies, or Programs (PPP)

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

PPP 4.15-5 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

The Project proposes 208 new housing units that may increase the overall population of the City (assuming some residents will come from outside the city limits) and generate additional need for parkland. The Project proposes to develop onsite recreational facilities including walking paths, fitness areas, a pool, open/BBQ spaces, and a dog park. The payment of development impact fees will reduce any indirect Project impacts related to parks.

Other Public Facilities

Plans, Policies, or Programs (PPP)

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

PPP 4.15-2 above is applicable to the Project.

As noted in the response to Threshold 4.14(a), *Population and Housing*, of this Initial Study, development of the Project would add approximately 780 persons to the population of the City assuming that all new residents come from outside the City limits. This low number of persons in relation to the current population of 107,083 would not significantly increase the demand for public services, including public health services and library services that would require the construction of new or expanded public facilities.

The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public facilities.[45]

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

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

4.16 Recreation

Threshold 4.16 (a).	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.16-1 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

As noted in the response to Threshold 4.14(a), *Population and Housing*, of this Initial Study, development of the Project would add approximately 780 persons to the population of the City assuming that all new residents come from outside the City limits. This low number of persons in relation to the City population of 107,083 would not cause a substantial physical deterioration of any recreational facilities and would not accelerate the physical deterioration of any recreational facilities. The payment of Development Impact Fees will reduce any indirect Project impacts related to recreational facilities.

Threshold 4.16 (b).	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓

Impact Analysis

As noted in the response to Threshold 4.14(a), *Population and Housing*, of this Initial Study, development of the Project would add approximately 780 persons to the population of the City assuming that all new residents come from outside the City limits. This low number of persons in relation to the City population of 107,083 would not require the construction or expansion of recreational facilities that might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

4.17 Transportation

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

Vernola Marketplace Apartment Phase B - (VMT) Analysis, Translutions, dated February 25, 2022 and is included as Technical Appendix K to this Initial Study .

Vernola Market Place Apartment Community Traffic Impact Analysis, Albert A. Webb Associates, dated September 2021 and is included as Technical Appendix L to this Initial Study.

Threshold 4.17 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	

Impact Analysis

Transit service at the Project site is provided by the Riverside Transit Agency (RTA). There is an existing RTA bus stop on Clay Street served by Routes #3 and #29 with service and transfer points on Limonite Avenue and to the Pedley Metrolink Station. The Project is not proposing any improvements that would interfere with current transit service. In addition, the Project will provide adequate pedestrian facilities, including upgrading the existing sidewalks along public streets abutting the site, as necessary.

Threshold 4.17 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?		✓		

Impact Analysis

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate took effect July 1, 2020. Impacts related to LOS will be evaluated through the City's development review process apart from CEQA.

The *Jurupa Valley Traffic Impact Analysis Guidelines* provide several screening thresholds for determining if a VMT analysis is required. A project VMT analysis would not be required if a project is located in a Transit Priority Area (TPA) or a low VMT area, or if the project is a local serving retail project or other neighborhood use, including projects that generate fewer than 250 daily trips.

Based on the *Vehicle Miles Traveled (VMT) Analysis* Technical Memorandum, the proposed Project will not screen-out, requiring a full VMT analysis. The full VMT analysis and forecasting used the Riverside County Traffic Analysis Model (RivTAM) to determine if the Project would have a significant VMT impact. The analysis included "Project Generated VMT" and "Project Effect on VMT" estimates for the Project Traffic Analysis Zone (TAZ) using the following scenarios:

- Baseline Conditions
- Baseline Plus Project Conditions
- Cumulative No Project Conditions
- Cumulative Plus Project Conditions

Under the VMT methodology, a project would result in a significant project-generated VMT impact if, for residential projects, the Baseline Plus Project scenario the net VMT per capita exceeds the City's average VMT per capita.

Vehicle Miles Traveled (VMT) Analysis

Summarized below are the average VMT per capita for residential projects values utilizing RivTAM for the City of Jurupa Valley and for the Project. It should be noted that the Project is located in Traffic Analysis Zone (TAZ) 3222 and the Project development totals were converted into Socio-Economic Data (SED). The project was coded into a Spare Zone (Sequence Number 4927) and the Project SED (200 households, 675 population) was included in TAZ 4927. and inputted into the RivTAM.

City Average VMT/Capita

- Year 2012 Average VMT/Capita = 13.30
- Year 2040 Average VMT/Capita = 12.18
- Year 2021 Average VMT/Capita = 12.87

Project Average VMT/ Capita

- Year 2012 Average VMT/Capita = 12.56 (5.5% Below City Average)
- Year 2040 Average VMT/Capita = 13.30 (9.1% Above City Average)
- Year 2021 Average VMT/Capita = 12.80 (0.6% Below City Average**)**

Project Significant VMT Impact

As shown above, the proposed Project Average VMT/Capita is ***0.6%*** below the City average VMT/Capita, and based on the criteria outlined in this report, the proposed Project does not exceed the existing City of Jurupa Valley VMT/Capita (i.e., VMT/Capita = 12.87) and thus does not have a significant transportation impact. However, the Project involves a General Plan Amendment, and the future year project VMT is greater than the City VMT, resulting in a significant impact.

Cumulative Significant VMT Impact

According to the *City of Jurupa Valley Traffic Impact Analysis Guidelines (dated August 2020),* if a project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS), then the cumulative impacts shall be considered less than significant. Because the proposed Project is not consistent with the RTP/SCS, the cumulative impacts are considered to be significant and, hence, a cumulative analysis was required and conducted.

Project Trip Generation

Based on the proposed site plan and trip generation rates from the *Institute of Transportation Engineers (ITE) 10th Edition*, the project is expected to generate a total of 1,537 daily vehicle trips, with 97 AM peak hour trips (22 inbound trips and 75 outbound trips) and 118 PM peak hour trips (74 inbound trips and 44 outbound trips). Because the project consists of residential units, no vehicle trips are expected to be large trucks.

Traffic Impact Analysis Findings

All study intersections are expected to operate at or above the minimum acceptable LOS standard in all peak hour study scenarios, including the addition of cumulative project traffic and the proposed project.

Traffic Impact Mitigation Measures

All study intersections are expected to operate at or above the minimum acceptable LOS standard in all peak hour study scenarios. Therefore, no further intersection improvements are recommended.

VMT Impact Mitigation Measures

Based on the Guidelines, when project VMT exceeds the threshold of significance, the project will need to mitigate its CEQA transportation impact. Projects must propose measures to reduce project VMT. The following VMT-reducing strategies are recommended based on the Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA), August 2010.

VMT-1 Increase Residential Density. This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units (du) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified when applied to larger developments and developments where the density is somewhat similar to the surrounding area due to the underlying research being founded in data from the neighborhood level. To evaluate this measure, both the default base density (9.1 du/acre) and the Model Density (2.6 du/acre) were compared against the proposed density of 25 du/acre for the project. Both comparisons resulted in a VMT reduction of greater than 30%, which is the maximum allowed reduction for this measure. Therefore, due to the high-density nature of the proposed project, the VMT impacts will be less than significant. Calculations based on the CAPCOA Handbook are shown in Attachment B of Appendix K (*Vernola Marketplace*

Apartment Phase B - (VMT) Analysis, Translutions, February 25, 2022). It should be noted that while increased density is listed as a mitigation measure, it is a project design feature.

VMT-2 Construct or Improve Bike Facility. This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. This measure reduces VMT on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMT reduction from the corridor level to the plan/community level. The bicycle lane facility must be either Class I, II, or IV. Class I bike paths are physically separated from motor vehicle traffic. Class IV bikeways are protected on-street bikeways, also called cycle tracks. Class II bike lanes are striped bicycle lanes that provide exclusive use to bicycles on a roadway. This will reduce VMT from the project as well as existing uses along Pats Ranch Road by 0.04%.

Impacts With Mitigation:

Table 4.17-1 shows the resulting reductions after application of MM T-1 and MM T-2.

As seen above, with implementation of the recommended mitigation measures, the project VMT is anticipated to decrease to 9.31 miles per capita, which is below the City's threshold of 12.18. Therefore, the project's impacts under CEQA for traffic and transportation will be less than significant after mitigation.

Table 4.17-1 VMT Reduction from Increased Residential Density 2040

Improvement	CAPCOA Reference	VMT Reduction/VMT
Increased Residential Density	T-1	30%
Unmitigated VMT		13.30
Mitigated VMT		9.31
Threshold		12.18

Source: Vernola Marketplace Apartment Phase B – VMT Analysis (Appendix K)

Conclusion

With implementation of the recommended mitigation measures, the project VMT is anticipated to decrease to 9.31 miles per capita, which is below the City's threshold of 12.18. Therefore, the project's impacts under CEQA for traffic and transportation will be less than significant after mitigation.

Threshold 4.17 (c). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	

Impact Analysis

Access to the site is already in place from the roadways abutting the Project site. The Project is proposing the following street improvements that will meet City standards.

In addition, the Project is a located in an area developed with commercial and residential uses. The Project would not be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard because of an incompatible use.

Threshold 4.17 (d). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			✓	

Impact Analysis

The Project would take access from Pats Ranch Road. During the course of the preliminary review of the Project, the Project's transportation design was reviewed by the City's Engineering Department, County Fire Department, and County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

4.18 Tribal Cultural Resources

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

> *Cultural Resources Assessment*, LSA Associates, Inc., dated July 2014 and is included as Appendix D to this Initial Study.

Threshold 4.18 (a). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) 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)?				✓

Impact Analysis

Historic Context

Research identified the current Project area as a general location associated with Native American occupation and/or use during prehistoric and protohistoric periods. It is also an area associated with historic Mexican period rancho activity, American period ranching and farming activity, and, more recently, recreational activity.

Research and Conclusions

A record search was conducted at the University of California, Riverside, Eastern Information Center, Riverside, for the Project site. This search included a review of all recorded historic and prehistoric archaeological sites within a 1-mile radius of the Project site. In addition, the California Points of Historical Interest (PHI), the listing of California Historical Landmarks (CHL), and the California Register of Historic Resources Inventory (HRI) were checked. Historic maps were reviewed.

Results of the record search indicated that the project area had been previously surveyed in its entirety (Drover 1989) and that no cultural resource sites are recorded within the project area. The records search also determined that no properties on the various registers and inventories that were searched are within the current project area.

The records search indicates that five areas adjacent to the project area have been surveyed. The area northeast of the current property was surveyed by Wilke and Hammond (1973); the area on the east side of the parcel was surveyed by Hoover and Blevins (2003); while the area south of the property was surveyed by White (1994), McKenna (2003), and Tang et al. (2006). Within 1.0 mile of the current project area, an additional 18 surveys have been conducted. These surveys are identified in the EIC record search results letter appended to Cultural Report.

Eight cultural resources are recorded within 1.0 mile of the project area. These resources include six houses, one farm/ranch, and one historic power line. The houses, all farther than 0.25 mile from the project area, are all wood-framed, ranch-style houses except P-33-014880, which is an adobe structure thought to date pre-1900 and recorded as possibly the oldest existing adobe in the Mira Loma area. The closest resource to the current project area is the power line, P-33-16681, which originally ran along the north side of 68th Street west and south of the project area, then turned north to run through the current project area. None of the other recorded resources will be impacted by the proposed Project. In addition, research failed to identify any National Register of Historic Places properties; no California State Landmarks; no California Register of Historical Resources; nor any California Points of Historical Interest in the immediate vicinity of the Project site.

Threshold 4.18 (a). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		✓		

Impact Analysis

California Native American Cultural Places (SB18)

Senate Bill (SB) 18 created a process for consultation with California Native American Tribes in the CEQA process. Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code §65352.3).

Tribal Cultural Resources (AB52)

Tribal Cultural Resources consist of the following.

1. A tribal cultural resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
   (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
   (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
3. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

The Planning Department notified the following California Native American Tribes per the requirements of AB52.

- Gabrieleño Band of Mission Indians – Kizh Nation.
- Soboba Band Luiseño Indians.
- San Manuel Band of Mission Indians.

As a result of the AB52 consultation process, the following mitigation measures are required:

Mitigation Measure(s)

TCR-1: Native American Monitoring Agreement. Prior to the issuance of a grading permit, the Permit Applicant shall enter into a Monitoring Agreement with the Consulting Tribe(s) for Native American Monitor(s) to be onsite during ground disturbing activities allowed by the grading permit. A Consulting Tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.1(b). Ground disturbing activities and include excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching.

The Monitoring Agreement shall include, but is not limited to, the following provisions:

a) Provide a minimum of 30 days advance notice to the Consulting Tribe(s) of all ground disturbing activities.
b) In conjunction with the Archaeological Monitor(s) required by Mitigation Measure CR-1 under Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA21347, the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
c) The onsite monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Native American Tribal Monitor(s) have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

The Project Proponent shall submit a fully executed copy of the Monitoring Agreement to the City of Jurupa Valley Planning Department to ensure compliance with this mitigation measure. If there are multiple Consulting Tribes involved, a separate Monitoring Agreement is required for each. The Monitoring Agreement shall not modify any condition of approval or mitigation measure.

TCR-2: Unanticipated Discovery. The Permit Applicant or any successor in interest shall comply with the following for the life of the grading permit. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed:

a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site.

b) The Consulting Tribe(s), the Project Archaeologist (retained by the Permit Applicant under Mitigation Measure CR-1, Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA21347, and the City of Jurupa Valley Planning Department shall meet and confer, and discuss the find with respect to the following:
   1) Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so:
   2) Determine if the resource is listed or eligible for listing in the California Register on a "Local register of historical or resources" pursuant to Public Resources Code §5020.1 (k); or
   3) Pursuant to Public Resources Code §5024.1 (c) as it pertains to the Consulting Tribe(s): (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or (4) Has yielded, or may be likely to yield, information important in prehistory or history.

(c) If the resource(s) are Native American in origin [and not a historical resource as defined by Public Resources Code §5020.1 (k) or §5024.1 (c)], the Consulting Tribe will retain it/them in the form and/or manner the Consulting Tribe (s) deems appropriate, for educational, cultural and/or historic purposes. If multiple Consulting Tribes (s) are involved, and a mutual agreement cannot be reached as to the form and manner of disposition of the resource(s), the City shall request input from the Native American Heritage Commission and render a final decision.

(d) If the resource(s) are both a tribal cultural resource and a historic resource, the Project Archaeologist, the Consulting Tribe(s) and the City of Jurupa Valley Planning Department shall meet and confer, and discuss the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural and historic resource. Treatment, at a minimum, shall be consistent with Public Resources Code §21084.3(b). The appropriate treatment shall be prepared in conjunction with the treatment plan required by Mitigation Measure CR-2, of the Initial Study/Mitigated Negative Declaration for MA21347. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

TCR-3: Final Report. If a Tribal cultural resource is also a historic resource as defined above, the resource shall be included in the Final Report required by Mitigation Measure CR-2 of the Initial Study/Mitigated Negative Declaration for MA21347.

4.19 Utilities and Service Systems

The following analysis is based in part on the *Water and Sewer Will Serve Letter,* Jurupa Community Services District*,* dated April 28, 2021 and is included as Appendix I to this Initial Study.

Threshold 4.19 (a). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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?		✓		

Impact Analysis

Water Service

The Project will connect to the existing water service available from the 18-inch waterline in Pats Ranch Road. To connect to the waterline approximately 290 linear feet of offsite will need be constructed through private property requiring an easement.

Sewer Service

The Project will connect to the existing sewer service available from the 18-inch and 15-inch diameter lines in Pats Ranch Road. The Project will be required to connect to the sewer line approximately 290 linear feet of offsite sewer through private property requiring an easement.

Storm Drainage Improvements

Storm drainage flows will be captured by a series of catch basins and drop inlets located at localized low points throughout the site. A network of underground storm drain pipes will convey these flows towards proposed Modular Wetlands System (MWS) located near the southwestern corner of the project site.

Electric Power Facilities

The Project will connect to the existing Southern California Edison electrical distribution facilities available in the vicinity of the Project site.

Natural Gas Facilities

The Project will connect to the existing Southern California Gas natural gas distribution facilities available in the vicinity of the Project site.

Telecommunication Facilities

Telecommunication facilities include a fixed, mobile, or transportable structure, including all installed electrical and electronic wiring, cabling, and equipment, all supporting structures, such as utility, ground network, and electrical supporting structures, and a transmission pathway and

associated equipment to provide cable TV, internet, telephone, and wireless telephone services to the Project site. Services that are not provided via satellite will connect to existing facilities maintained by the various service providers.

Conclusion

The installation of the facilities at the locations as described above are evaluated throughout this Initial Study. In instances where impacts have been identified, Plans, Policies, Programs (PPP) or Mitigation Measures (MM) are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout this Initial Study would not be required.

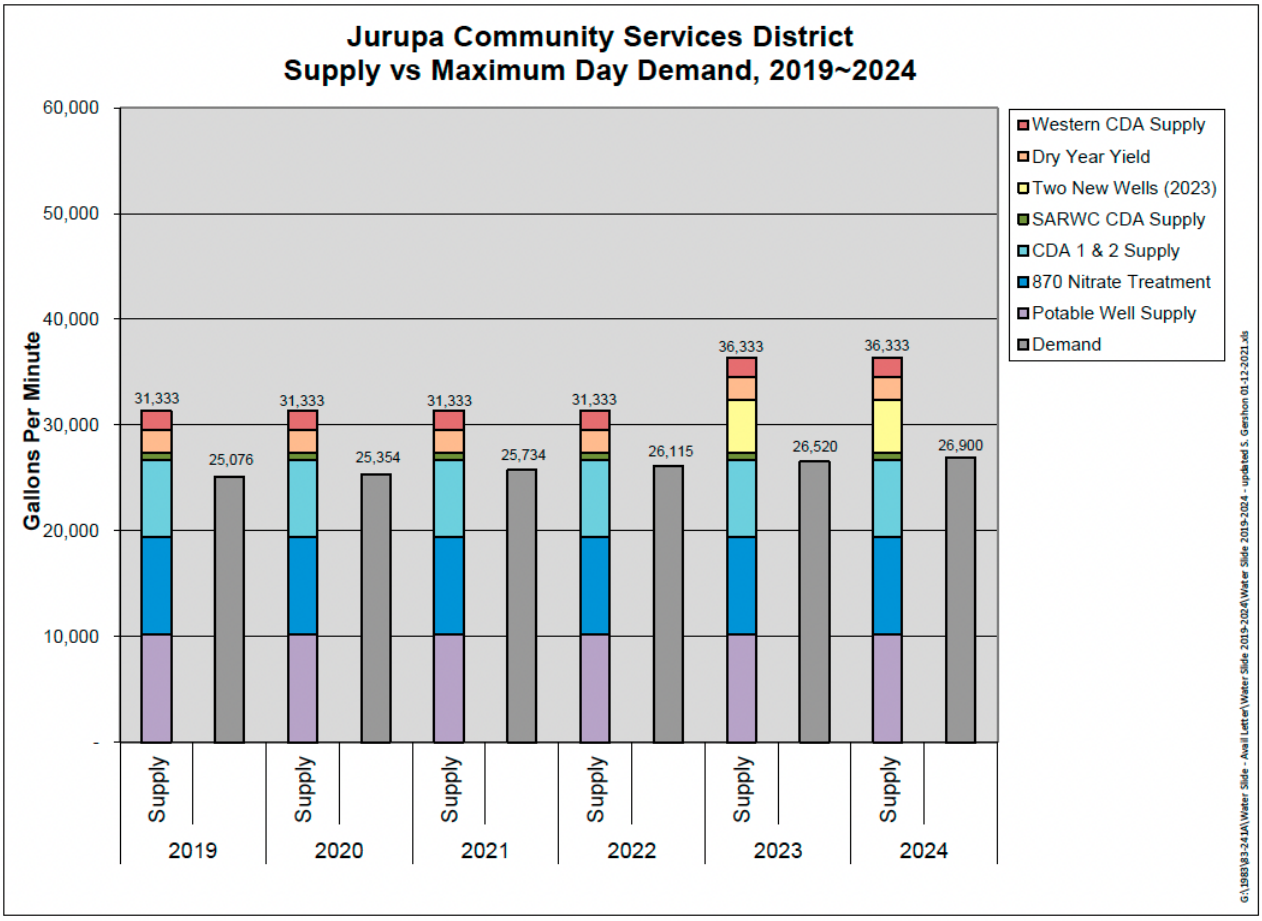
Threshold 4.19 (b). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years?			✓	

Impact Analysis

Water service would be provided to the Project site by Jurupa Community Services District (JCSD). CSD has estimated the Project's water demand at 35.3 acre-feet per year. JCDS issued a Water and Sewer Will Serve Letter (Appendix I) stating that the District's current water supply has sufficient capacity to meet its long-term current customers' needs per the 2015 Urban Water Management Plan, and its short-term current customers' needs and that of the proposed development as shown in Figure 4.19.1, *Jurupa Community Services District Supply vs Maximum Day Demand, 2019-2024.*

JCDS issued a Water and Sewer Will Serve Letter (Appendix I), which states that water service is available from the existing water service 18-inch waterline in Pats Ranch Road. To connect to the waterline approximately 290 linear feet of offsite will need to be constructed through private property requiring an easement.

Figure 4.19-1 Jurupa Community Services District Supply vs Maximum Day Demand, 2019-2024



Original 2007-2012 Projection presented to JCSD Board of Directors on November 7, 2007 - Revised January 12, 2021

Threshold 4.19 (c). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
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?			✓	

Impact Analysis

Wastewater treatment service would be provided to the Project site by Jurupa Community Services District (JCSD). JCSD has estimated the Project's wastewater demand at 0.15 MGD (millions of gallons per day). JCDS issued a Water and Sewer Will Serve Letter (Appendix I), which states that sewer service is available from the existing sewer service 18-inch and 15-inch diameter lines in Pats Ranch Road. The Project will be required to connect to the sewer line approximately 290 linear feet

of offsite sewer through private property requiring an easement. In addition, JCSD maintains 4 MGD capacity rights in the City of Riverside Regional Wastewater Treatment Plant facilities, which will expand to 5 MGD in the year 2030.

Threshold 4.19 (d). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.19-1 Prior to the issuance of building permits, the Project applicant shall submit a construction waste management plan in compliance with Section 4.408 of the 2013 California Green Building Code Standards.

Solid waste from Jurupa Valley is transported to the Robert A. Nelson Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Solid waste generated during long-term operation of the Project would primarily be disposed at the Badlands Sanitary Landfill and/or El Sobrante Landfill. Table 4.19-1 describes the capacity and remaining capacity of these landfills.

Table 4.19-1 Capacity of Landfills Serving Jurupa Valley

Landfill	Capacity (cubic yards)	Remaining Capacity (cubic yards)	Closure Date
Badlands Sanitary Landfill	34,400,000	7,800,000	1/1/2026
El Sobrante Landfill	209,910,000	143,977,170	1/1/2051

Source: CalRecycle, SWIS Facility/Site Activity Details website, March 2022.

Construction Related Impacts

The California Green Building Standards Code (CALGreen) requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. The City of Jurupa Valley Building and Safety Department reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CAL Green solid waste requirements as required by **PPP 4.19-1** will ensure that construction waste impacts are less than significant.

In addition, as shown in Table 4.19-1 above, the landfills serving the Project site receive well below their maximum permitted daily disposal volume and demolition, and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. As such, these regional landfill facilities would have sufficient daily capacity to accept construction solid waste generated by the Project.

Operational Related Impacts

Based on solid waste generation usage obtained from the Project's *Summary of CalEEMod Model Runs and Output*,[46] the Project would generate approximately 95.68 tons of solid waste per year or 0.26 tons per day. Table 14.19-2 compares the Project's waste generation against the remaining landfill capacity.

Table 4.19-2 Project Waste Generation Compared to Landfill Daily Throughput

Landfill	Landfill Daily Throughput (tons per day)	Project Waste (tons per day)	Project Percentage of Daily Throughput
Badlands Sanitary Landfill	4,800	0.26	0.005%
El Sobrante Landfill	16,054	0.26	0.002%

Source: CalRecycle SWIS Facility/Site Search: https://www2.calrecycle.ca.gov/SolidWaste/Site/Search

As shown on Table 4.19-2 above, the Project's solid waste generation will add a minimal amount of additional solid waste of the remaining capacity of the Badlands Sanitary Landfill or the El Sobrante Sanitary Landfill. As such, the Project is not anticipated to cause these landfills to exceed their remaining capacities.

Threshold 4.19 (e). Would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Impact Analysis

Plans, Policies, or Programs (PPP)

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

PPP 4.19-1 shall apply.

The City compels its waste hauler to comply with Assembly Bill 341 (Chapter 476, Statutes of 2011), as amended by Senate Bill 1018, which became effective July 1, 2012 by providing the necessary education, outreach and monitoring programs and by processing the solid waste from the City's

[46] Air Quality/Greenhouse Gas (GHG)/Energy Analysis, (Appendix A)

industrial customers through its waste hauler's material recovery facility. The Project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and state programs.

4.20 Wildfire

Threshold 4.20 (e).	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
e) Is the project located in or near state responsibility areas or lands classified as very high fire hazard severity zones?				✓

Impact Analysis

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. As stated in the State of California's General Plan Guidelines: "*California's increasing population and expansion of development into previously undeveloped areas is creating more 'wildland-urban interface' issues with a corresponding increased risk of loss to human life, natural resources, and economic assets associated with wildland fires*." To address this issue, the state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs).

According to General Plan Figure 8-11*, Wildfire Severity Zones in Jurupa Valley,* the Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. As such, Thresholds 4.20 (a) through 4.20 (d) below require no response.

Threshold 4.20 (a). If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	N/A	N/A	N/A

Threshold 4.20 (b). If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	N/A	N/A	N/A

Threshold 4.20 (c). If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	N/A	N/A	N/A

Threshold 4.20 (d). If located in or near state responsibility areas of lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes?	N/A	N/A	N/A	N/A

4.21 Mandatory Findings Of Significance

Threshold 4.21 (a).	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		

Impact Analysis

As indicated in this Initial Study, biological resources, cultural resources, paleontological resources, transportation, and tribal cultural resources may be adversely impacted by Project development. The following mitigation measures are required to reduce impacts to less than significant levels.

- BIO-1: Pre-Construction Burrowing Owl Survey
- BIO-2: Nesting Bird Protection
- CR-1: Archaeological Inadvertent Discovery
- CR-2: Archeological Treatment Plan
- CR-3: Final Report
- GEO-1: Paleontological Inadvertent Discovery
- GEO-2: Paleontological Treatment Plan
- VMT-1: Increase Residential Density
- VMT-2: Construct or Improve Bicycle Facilities

- TCR-1: Native American Monitoring Agreement
- TCR-2: Unanticipated Discovery
- TCR-3: Final Reporting

Threshold 4.21 (b). Does the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		

Impact Analysis

The cumulative impacts analysis provided here is consistent with §15130(a) of the CEQA Guidelines, in which the study of cumulative effects of a project is based on two determinations:

- Are the combined impact of this project and other projects significant?
- If so, is the project's incremental effect cumulatively considerable, causing the combined impact of the projects evaluated to become significant? The cumulative impact must be analyzed only if the combined effects are significant, and the Project's incremental effect is found to be cumulatively considerable (CEQA Guidelines 15130(a)(2) and (3)).

The analysis of potential environmental impacts in Section 4.0, Environmental Analysis, of this Initial Study concluded that the Project would have no impact or a less than significant impact for all environmental topics, except Biological Resources, Cultural Resources, Geology and Soils (Paleontological Resources), Transportation, Tribal Cultural Resources, and Utilities and Service Systems (installation of facilities that involves disturbance of previously undisturbed land). For these resources, Mitigation Measures are required to reduce impacts to less than significant levels as discussed below.

Biological Resources

As discussed in Section 4.4, Biological Resources, of this Initial Study, future development will impact the available biological resources present on the site. All the vegetation will be removed during future construction activities. However, because construction may not occur immediately, the potential exists for colonization of burrowing owls in the days or weeks preceding ground disturbing activities. Therefore, Mitigation Measure BIO-1: Preconstruction Burrowing Owl Survey is required.

Development activities will also impact wildlife, and those with limited mobility (i.e., small mammals and reptiles) will experience increases in mortality during the construction phase. More mobile species (i.e., birds, large mammals) will be displaced into adjacent areas and will likely experience minimal impacts. However, the Burrowing Owl and Nesting Birds are known to be located within the regional area potentially. Due to their transient nature, they have the potential to inhabit the

site in the future. Therefore, Mitigation Measures BIO-1 and BIO-2, are required to ensure any impacts remain less than significant.

Overall, the loss of about 8.33-acres of areas of disturbed unvegetated and areas dominated by non-native ruderal species is not expected to have a significant cumulative impact on the overall biological resources in the region, given the presence of similar habitat throughout the surrounding desert region. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Cultural Resources

As discussed in Section 4.5, Cultural Resources, of this Initial Study, the records search, and field survey did not identify any cultural resources, including historic and prehistoric sites or historic-period buildings within the project site boundaries. Research results, combined with surface conditions, have failed to indicate sensitivity for buried cultural resources. No additional cultural resources work or monitoring is necessary during proposed activities associated with the development of the earthmoving activities. Suppose previously undocumented cultural resources are identified during earthmoving activities. In that case, a qualified archaeologist should be contacted to assess the nature and significance of the find, diverting construction excavation, if necessary, as required by Mitigation Measures CR-1 through CR-3. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Geology and Soils (Paleontological Resources)

As discussed in Section 4.7, Geology and Soils, of this Initial Study, the property is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America. It extends from the point of contact with the Transverse Ranges geomorphic province, southerly to the tip of Baja California. Based on field exploration, the area of anticipated improvements is underlain by older alluvium. Alluvium has the potential to contain paleontological resources. Therefore, Mitigation Measures GEO-1 and GEO-2 are required. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Transportation (VMT)

As discussed in Section 4.17, Transportation, the project VMT is greater than the City VMT and is inconsistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, Mitigation Measures VMT-1 and VMT-2 are required. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Tribal Cultural Resources

As discussed in Section 4.18, Tribal Cultural Resources, of this Initial Study, construction and operation of the Project would include activities limited to the confines of the Project site. The tribal consultation conducted through the AB52 consultation process determined that the Project is unlikely to adversely affect tribal cultural resources by implementing Mitigation Measures TCR-1

through TCR-3. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

Utilities and Service Systems

As discussed in Section 4.19, Utilities and Service Systems, of this Initial Study, the installation and construction of the sewer, water, storm drainage facilities described below will result in earth moving that may impact Biological Resources, Cultural Resources, Geology, and Soils (Paleontological Resources), and Tribal Cultural Resources. Potential impacts to these resources are mitigated by Mitigation Measures BIO-1, BIO-2, CR-1, CR-2, CR-3, GEO-1, GEO-2, and TCR-1 through TCR-3. Based on the preceding analysis, the Project's impacts would not be cumulatively considerable.

In instances where impacts have been identified, the Plans, Policies, or Programs were applied to the Project based on federal, state, or local law currently in place that effectively reduces environmental impacts, or Mitigation Measures are required to reduce impacts to less than significant levels. Therefore, potential adverse environmental impacts of the Project, in combination with the impacts of other past, present, and future projects, would not contribute to cumulatively significant effects.

Threshold 4.21 (c). Does the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Impact Analysis

Under this threshold, the types of impacts analyzed consist of those that affect human health and well-being. As indicated by this Initial Study, the Project may cause or result in certain potentially significant environmental impacts that directly affect human beings for construction noise. The closest residences to the Project property line ranges from 353 to 481 feet from the property line. Therefore, the Project is compliant with General Plan Policy NE 3.5. The construction noise levels at these receiver locations are expected to range from 63.9 to 66.7 dBA. The construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold established by the *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual* and no mitigation is required.

5.0 Mitigation Monitoring Reporting Program

Project Name: MA 21347 Vernola Marketplace Apartments – Phase B Project

Date: June 10, 2022

Project Manager: Thomas Gorham**,** Principal Planner

Project Description: The proposed Vernola Marketplace Apartment Community (VMAC) will be located on approximately 8.33 acres, and includes 208 apartment units (25 du/ac), in 18 separate apartment buildings with maximum heights of 43'5" and a mixture of one-, two-, and three-bedroom units. The project will include 4,544 square foot (SF) Leasing Office/Fitness/Mail Room/Club House, along with a Fitness/Cabana, with a pool and spa. Additional amenities include a dog park, BBQ/picnic areas, playground equipment, and/or a paracourse (fitness trail). The Project proposes a general plan amendment (GPA) of 8.33 acres of land from Light Industrial (LI) to Highest Density Residential (HHDR) and a change of zone (CZ) from I-P (Industrial Park) to R-3 (General Residential).

Project Location: The Project site is located on approximately 8.33 acres on the east side of Interstate 15 (I-15) and west side of Pats Ranch Road at the intersection of 65th Street. The Project site is identified by the following Assessor Parcel Numbers (APN): 163-400-001 and 163-400-052

Throughout this *Mitigation Monitoring and Reporting Program*, reference is made to the following.

- ***Plans, Policies, or Programs (PPP)*** – These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduce environmental impacts.
- ***Mitigation Measures (MM)*** – These measures include requirements that are imposed where the impact analysis determines that implementation of the proposed Project would result in significant impacts; mitigation measures are proposed in accordance with the requirements of CEQA.

Any applicable Plans, Policies, or Programs (PPP) were assumed and accounted for in the assessment of impacts for each issue area. Mitigation Measures were formulated only for those issue areas where the results of the impact analysis identified significant impacts. All three types of measures described above will be required to be implemented as part of the Project.

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
Aesthetics			
PPP 4.1-1 As required by Jurupa Valley Municipal Code Section 9.80.010 and Section 9.240.545, a development plan (R-3 Development Standards – Multiple family dwellings) that includes, but is not limited to, development standards for structures, pedestrian walks, recreation and other open areas, walls, landscaping, and plans and elevations of typical structures to indicate architectural type and construction standards applies to the Project.	Planning Department	Prior to the issuance of building permits	
PPP 4.1-2 As required by Jurupa Valley Municipal Code Section 7.50.010, all utilities serving and within the Project site shall be placed underground unless exempted by this section.	Planning Department	Prior to the issuance of occupancy permits	
PPP 4.1-3 All outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.	Planning Department	Prior to the issuance of building permits	
Air Quality			
PPP 4.3-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "*Fugitive Dust*." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.	Public Works and Engineering Department	During grading	
PPP 4.3-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "*Sulphur Content and Liquid Fuels*." The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and enabling the use of add-on control devices for diesel fueled internal combustion engines.	Building & Safety Department	During construction	
PPP 4.3-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113*, "Architectural Coatings.*" Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.	Building & Safety Department Engineering Department Planning Department	During construction and on-going	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
PPP 4.3-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 *"PM10 Emissions from Paved and Unpaved Roads and Livestock Operations"* and Rule 1186.*1, "Less-Polluting Street Sweepers*." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.	Planning Department	On-going	
Biological Resources			
PPP 4.4-1 The Project is required to pay mitigation fees pursuant to the Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP) as required by Municipal Code Chapter 3.80.	Planning Department	Prior to the issuance of a grading permit	
MM- BIO-1: Pre-Construction Burrowing Owl Survey / Burrowing Owl Protection. A 30-day pre-construction survey for burrowing owls is required prior to future ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the Project proponent will immediately inform the Western Riverside County Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate in the future with the RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owls have not colonized the site since it was last disturbed. If burrowing owls are found, the same coordination described above will be necessary.	Planning Department	Prior to the issuance of a grading permit	
MM- BIO-2: Nesting Bird Protection. As feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through August 31. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance of the site, including disking, vegetation grubbing, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.	Planning Department	Prior to the issuance of a grading permit	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
Cultural Resources			
PPP 4.5-1 The Project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et seq.	Public Works and Engineering Department	Prior to the issuance of grading permits and during construction	
MM CR-1: Archaeological Monitoring Program. Prior to issuance of grading permits the Permit Applicant shall provide evidence to the City of Jurupa Valley Planning Department that a qualified professional archaeologist (Professional Archaeologist) that is listed on the City of Jurupa Valley Cultural Resources Consultant List or the Cultural Resources Consultant List maintained by the County of Riverside Planning Department, has been contracted to implement a Cultural Resources Monitoring Program (CRMP). A Cultural Resource Monitoring Program shall be developed in coordination with the Consulting Tribe(s) [defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.2(b)(1)] that addresses the details of all ground disturbing activities and provides procedures that must be followed to avoid or reduce potential impacts to cultural, archaeological, and tribal cultural resources to a level that is less than significant. A fully executed copy of the CRMP shall be provided to the City of Jurupa Valley Planning Department to ensure compliance with this measure. The Professional Archaeologist may submit a detailed letter to the City of Jurupa Valley during grading requesting a modification to the CRMP. If the resource is significant, Mitigation Measure CR-2 shall apply.	Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-1 shall be placed on the grading plan.	
CR-2: Archeological Treatment Plan. A treatment plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall be in accordance with CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code §21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. If historic Native American tribal cultural resources are involved, the Treatment Plan shall be coordinated with the Consulting Native	Public Works and Engineering Department Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-3 shall be placed on the grading plan.	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
American Tribe(s) as described in Mitigation Measure TCR-s of the Initial Study/Mitigated Negative Declaration for MA21347.			
CR-3: Final Report. A final report containing the significance and treatment findings shall be prepared by the Project Archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center, University of California, Riverside. If a historic tribal cultural resource is involved, a copy shall be provided to the Consulting Native American Tribe(s) as described in Mitigation Measure TCR-s of the Initial Study/Mitigated Negative Declaration for MA21347.	Public Works and Engineering Department Planning Department	Prior to the issuance of a grading permit, the complete text of MM CR-3 shall be placed on the grading plan.	
Geology and Soils			
PPP 4.7-1 As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the *California Building Code,* which requires the Project to comply with the approved recommended seismic design requirements contained in the *Geotechnical and Infiltration Evaluation*, GEO Tek, Inc. (2021), and be incorporated in the construction of each structure, to preclude significant adverse effects associated with seismic hazards.	Building & Safety Department	Prior to the issuance of building permits	
PPP's 4.10-1 through PPP 4.10-4 in Section 4.10, *Hydrology and Water Quality* shall apply.	Engineering Department	Prior to the issuance of a grading permit and during operation	
MM- GEO-1: Paleontological Inadvertent Discovery. Prior to the issuance of grading permits, a qualified Paleontologist shall be retained to conduct monitoring as necessary during ground-disturbing activities such as vegetation removal, grading, and other excavations related to the project. The Paleontologist shall be present at the pre-grade conference and shall establish a schedule for paleontological resource surveillance based on the nature of planned activities. The Paleontologist shall establish, in cooperation with the lead agency, procedures for temporarily halting or redirecting work, if any is ongoing, to permit the sampling, identification, and evaluation of cultural resources as appropriate. If the paleontological resources are found to be significant, the Paleontologist/Monitor shall determine appropriate actions, in cooperation with the lead agency, for exploration and/or salvage. Significant sites that cannot be avoided will require data recovery measures and shall be completed upon approval of a Data Recovery Plan.	Panning Department	Prior to the issuance of a grading permit, the complete text of MM GEO-1 shall be placed on the grading plan.	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
MM- GEO-2: Paleontological Treatment Plan. Prior to the issuance of grading permits, a qualified paleontologist shall be retained to observe ground-disturbing activities and recover fossil resources as necessary when construction activities will impact the older Quaternary Alluvium. The Paleontologist will attend the pre-grade conference and establish procedures and protocols for paleontological monitoring and to temporarily halt ground-disturbing activities to permit sampling, evaluation, and recovery of any discovery. Substantial excavations below the uppermost layers (more than 3 feet below surface) should be monitored. Sediment samples should be recovered to determine the small-fossil potential of the site. If a discovery is determined to be significant, additional excavations and salvage of the fossil may be necessary to ensure that any impacts to it are mitigated to a less than significant level.	Public Works and Engineering Department Planning Department	Prior to the issuance of a grading permit, the complete text of MM GEO-2 shall be placed on the grading plan.	
Greenhouse Gas Emissions			
PPP 4.8-1 Prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project will be constructed in compliance with the most recently adopted edition of the applicable California Energy Code, (Part 6 of Title 24 of the California Code of Regulations) and the California Green Building Standards Code, 2019 Edition (Part 11 of Title 24 of the California Code of Regulations).	Building & Safety Department	Prior to the issuance of building permits	
PPP 4.8-2 As required by Municipal Code Section 9.283.010, *Water Efficient Landscape Design Requirements,* prior to the approval of landscaping plans, the Project proponent shall prepare and submit landscape plans that demonstrate compliance with this section.	Building & Safety Department	Prior to the issuance of building permits	
Hydrology and Water Quality			
PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, *Section B (1),* any person performing construction work in the city shall comply with the provisions of this chapter, and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the 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 MS4 shall be required when requested by the City Engineer.	Public Works and Engineering Department	Prior to the issuance of grading permits	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, *Section B (2),* any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.	Public Works and Engineering Department	Prior to the issuance of grading permits and during construction	
PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, *Storm Water/Urban Runoff Management and Discharge Controls*, *Section C*, new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.	Public Works and Engineering Department	Prior to the issuance of grading permits and during operation	
PPP 4.10-4 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 NPDES permit issued by the State Water Resource Control Board, Santa Ana Regional Water Quality Control Board, Porter-Cologne Water Quality Control Act (Water Code §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.	Public Works and Engineering Department	During operation	
Public Services			
PPP 4.15-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.	Fire Department	Prior to issuance of a building permit or occupancy permit as determined by the Fire Department	
PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities	Building & Safety Department	Per Municipal Code Chapter 3.75	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
and/or, to offset the incremental increase in the demand for public services that would be created by the Project.			
PPP 4.15-3 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.	Building & Safety Department	Per Municipal Code Chapter 3.75	
PPP 4.15-4 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.	Building & Safety Department	Prior to the issuance of building permits	
PPP 4.15-5 & 4.16-1 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.	Building & Safety Department	Prior to the issuance of building permits	
Transportation			
MM- VMT-1 Increase Residential Density: This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units (du) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified when applied to larger developments and developments where the density is somewhat similar to the surrounding area due to the underlying research being founded in data from the neighborhood level. To evaluate this measure, both the default base density (9.1 du/acre) and the Model Density (2.6 du/acre) were compared against the proposed density of 25 du/acre for the project. Both comparisons resulted in a VMT reduction of greater than 30%, which is the maximum allowed reduction for this measure. Therefore, due to the high-density nature of the proposed project, the VMT impacts will be less than significant. Calculations based on the CAPCOA Handbook are shown in Attachment B of Appendix K (*Vernola Marketplace Apartment Phase B - (VMT) Analysis*, Translutions, February 25, 2022). It should be noted that while increased density is listed as a mitigation measure, it is a project design feature.	Planning Department	Prior to the issuance of building permits.	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
MM-VMT-2 Construct or Improve Bike Facility: This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. This measure reduces VMT on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMT reduction from the corridor level to the plan/community level. The bicycle lane facility must be either Class I, II, or IV. Class I bike paths are physically separated from motor vehicle traffic. Class IV bikeways are protected on-street bikeways, also called cycle tracks. Class II bike lanes are striped bicycle lanes that provide exclusive use to bicycles on a roadway. This will reduce VMT from the project as well as existing uses along Pats Ranch Road by 0.04%.	Planning Department	Prior to the issuance of building permits	
Tribal Cultural Resources			
MM-TCR-1: Native American Monitoring Agreement. Prior to the issuance of a grading permit, the Permit Applicant shall enter into a Monitoring Agreement with the Consulting Tribe(s) for Native American Monitor(s) to be onsite during ground disturbing activities allowed by the grading permit. A Consulting Tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code §21080.3.1(b). Ground disturbing activities and include excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. The Monitoring Agreement shall include, but is not limited to, the following provisions: a) Provide a minimum of 30 days advance notice to the Consulting Tribe (s) of all ground disturbing activities. b) In conjunction with the Archaeological Monitor(s) required by Mitigation Measure CR-1 under Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA21347, the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt the	Planning Department	Prior to the issuance of a grading permit	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. c) The onsite monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Native American Tribal Monitor(s) have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. The Project Proponent shall submit a fully executed copy of the Monitoring Agreement to the City of Jurupa Valley Planning Department to ensure compliance with this mitigation measure. If there are multiple Consulting Tribes involved, a separate Monitoring Agreement is required for each. The Monitoring Agreement shall not modify any condition of approval or mitigation measure.			
MM-TCR-2: Unanticipated Discovery: The Permit Applicant or any successor in interest shall comply with the following for the life of the grading permit. If, during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed: a) Ground disturbing activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. Ground disturbing activities are allowed on the remainder of the Project Site. b) The Consulting Tribe(s), the Project Archaeologist (retained by the Permit Applicant under Mitigation Measure CR-1, Section 4.5, Cultural Resources, of the Initial Study/Mitigated Negative Declaration for MA21347), and the City of Jurupa Valley Planning Department shall meet and confer, and discuss the find with respect to the following: 1) Determine if the resource is a Tribal Cultural Resource as defined by Public Resources Code §21074, if so: 2) Determine if the resource is listed or eligible for listing in the California Register on a "Local register of historical or resources" pursuant to Public Resources Code §5020.1 (k); or 3) Pursuant to Public Resources Code §5024.1(c) as it pertains to the Consulting Tribe(s): (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, (2) Is associated with the lives of persons important in our past, (3) Embodies the distinctive characteristics of a type, period,	Planning Department Engineering Department	Prior to the issuance of a grading permit	

Mitigation Measure (MM) Plans, Policies, or Programs (PPP)	Responsibility For Implementation	Time Frame/Milestone	Verified By
region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values, or (4) Has yielded, or may be likely to yield, information important in prehistory or history. (c) If the resource(s) are Native American in origin [and not a historical resource as defined by Public Resources Code §5020.1(k) or §5024.1(c)], the Consulting Tribe will retain it/them in the form and/or manner the Consulting Tribe(s) deems appropriate, for educational, cultural and/or historic purposes. If multiple Consulting Tribes (s) are involved, and a mutual agreement cannot be reached as to the form and manner of disposition of the resource(s), the City shall request input from the Native American Heritage Commission and render a final decision. (d) If the resource(s) are both a tribal cultural resource and a historic resource, the Project Archaeologist, the Consulting Tribe(s) and the City of Jurupa Valley Planning Department shall meet and confer, and discuss the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural and historic resource. Treatment, at a minimum, shall be consistent with Public Resources Code §21084.3 (b). The appropriate treatment shall be prepared in conjunction with the treatment plan required by Mitigation Measure CR-2, of the Initial Study/Mitigated Negative Declaration for MA21347. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.			
MM-TCR-3: Final Report: If a Tribal cultural resource is also a historic resource as defined above, the resource shall be included in the Final Report required by Mitigation Measure CR-2 of the Initial Study/Mitigated Negative Declaration for MA21347.	Planning Department	Prior to the issuance of a grading permit	
Utility and Service Systems			
PPP 4.19-1 Prior to the issuance of building permits, the Project applicant shall submit a construction waste management plan in compliance with Section 4.408 of the 2013 California Green Building Code Standards.	Building & Safety Department	Prior to the issuance of building permits	