

## 5. Environmental Analysis

### 5.9 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use and planning from implementation of the Agua Mansa Commerce Park Specific Plan project (proposed project).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.9.1 Environmental Setting

##### 5.9.1.1 REGULATORY BACKGROUND

###### Regional

###### *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The proposed project is considered a project of regionwide significance pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206(b)(2)(e) of the California Environmental Quality Act (CEQA) Guidelines, because it is a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area. Therefore, this section addresses the project's consistency with the applicable regional planning guidelines and policies.

###### *Regional Transportation Plan/Sustainable Communities Strategy*

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in November 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

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The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.9-1, *SCAG 2016-2040 RTP/SCS Consistency Analysis*.

#### *Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP)*

The Western Riverside County MSHCP covers 146 species and 14 natural communities within a plan area of about 1.26 million acres—or 1,970 square miles—extending from the western Riverside County boundary to the San Jacinto Mountains. It includes all unincorporated Riverside County as well as jurisdictional areas of the cities of Jurupa Valley, Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The Western Riverside County MSHCP is administered by the Western Riverside County Regional Conservation Authority and was approved by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife in 2004.

The goal of the Regional Conservation Authority is to fulfill the mandate of the MSHCP to set aside 500,000 acres of western Riverside County for preserving habitat and protecting the 146 species listed in the MSHCP. In order to do so, the MSHCP has established protected “criteria cells” throughout the plan area; criteria cells are core areas with adequate resources to provide and support live-in habitat for one or more species listed in the MSHCP.

### Local

#### *Jurupa Valley General Plan*

The Jurupa Valley General Plan provides a source of information and a policy framework for the future and through appropriate goals, policies and programs serves as a decision making tool to guide growth and development. The 2017 General Plan was adopted in September 2017 and consists of a series of state-mandated and optional elements to direct the City's physical, social, and economic growth. Elements within the City of Jurupa Valley General Plan include: Land Use; Mobility; Conservation and Open Space; Housing; Air Quality; Noise; Community Safety, Services and Facilities; Environmental Justice; Healthy Communities; and Economic Sustainability Elements. Following is a discussion of the various elements.

The policies in each of the elements that are relevant to the proposed project are listed in Table 5.9-2, *City of Jurupa Valley General Plan Consistency Analysis*, which analyzes the proposed project's consistency with these policies.

**Land Use.** The Land Use Element is an essential tool in achieving Jurupa Valley's goals and is typically considered the General Plan's most important policy document, because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed use, industrial, open space, recreation, and public uses.

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**Mobility.** The Mobility Element guides the long-term circulation system of the City. Its goals and policies are closely linked with the Land Use Element and are intended to provide the best possible balance among Jurupa Valley's transportation needs, community character, roadway size, traffic service levels, bicycle, equestrian and pedestrian amenities, public transit opportunities and resources. This element represents a new approach to transportation planning in Jurupa Valley and focuses on mobility corridors rather than streets and roadways.

**Conservation and Open Space.** This element addresses the conservation, development, and use of energy and natural resources, and the preservation of open space for protection of natural resources such as wildlife habitat, wetlands, recreation trails, and facilities, cultural, and historic resources. The Conservation and Open Space Element also promotes public health and safety by redirecting development away from areas subject to geologic hazards, flooding, and fires.

**Housing.** The Housing Element identifies the housing needs and goals, policies, and programs for Jurupa Valley, and promotes expanded housing opportunities, community safety, prosperity, and quality of life for all. This element was prepared to meet the State of California's 5th Cycle Housing Element Update Planning Period from October 15, 2013, to October 15, 2021. The primary issues addressed include: 1) the provision of a decent housing in a healthy environment for all income levels, 2) affordable housing for special needs populations, 3) implementation of housing programs, 4) rehabilitation and preservation of existing affordable housing, and 5) removal of blight. Housing is a key part of the City's overall economic development efforts to improve and expand its housing stock, improve property values, diversify the employment base, and improve the quality of life for all residents.

**Air Quality.** This element provides background information on the physical and regulatory environment affecting air quality and climate change in the City. This element also identifies goals, policies, and programs that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on air quality and climate change.

**Noise.** The Noise Element is a mandatory component of the General Plan pursuant to California Government Code Section 65302(f). It is closely related to the Land Use, Mobility, Healthy Communities, and Environmental Justice elements of the General Plan. The element identifies noise issues within the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides goals, policies, and programs to reduce noise to acceptable levels. In the Noise Element, the City describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons.

**Community Safety, Services and Facilities.** The Community Safety, Services, and Facilities Element contains goals, policies, and programs to ensure the safety of the community and the delivery of quality services and facilities to meet the City's needs. Public facilities that help deliver these services and utilities, such as water, sewer, and storm drainage/urban runoff collection, are operated and maintained by multiple agencies and community services districts in Jurupa Valley.

**Environmental Justice.** In Jurupa Valley, the issue of Environmental Justice has gained momentum partly as a result of litigation challenging the approval of industrial development by the County of Riverside prior to the City's incorporation near a low-income residential neighborhood. This element seeks to address environmental

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justice through a set of comprehensive goals, policies, and programs aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards.

**Healthy Communities.** The Healthy Communities Element establishes goals and policies to help improve quality of life and foster healthy behavior and lifestyles, translating the General Plan vision for a robust Jurupa Valley into reality. The Healthy Communities Element is an optional section of the General Plan.

**Economic Sustainability.** The Economic Sustainability Element sets goals and policies to guide decisions that affect the local economy and the City's fiscal health. It also expands upon Land Use Element goals and policies by addressing how to grow and sustain the local economy. The element's main purpose is to enhance and preserve our prosperity and quality of life.

#### *General Plan Land Use Designation*

The Land Use Element of the City's General Plan includes a land use plan that designates the entire project site as Business Park-Specific Plan Overlay (BP-SPO) (Jurupa Valley 2017).

#### *Jurupa Valley Zoning Ordinance*

The Jurupa Valley Zoning Ordinance was created to provide guidance for the development and use of land in Jurupa Valley, classify different land uses and structures in appropriate places, and to regulate such land uses in order to serve the needs of residential neighborhoods, commerce, industry, recreation, open space, and other purposes.

Most of the project site is zoned Manufacturing – Heavy (M-H) with a smaller portion along El Rivino Road zoned as Manufacturing – Service Commercial (M-SC). Both the M-H and M-SC zones (1) promote and attract industrial and manufacturing activities that will provide jobs to local residents and strengthen the County's economic base; (2) provide the necessary improvements to support industrial growth; (3) ensure that new industry is compatible with uses on adjacent lands, and (4) protect industrial areas from encroachment by incompatible uses that may jeopardize industry. Permitted uses include industrial and manufacturing uses (e.g., food, textile, lumber/wood, paper, chemical, rubber/plastic/synthetics, leather, metal, stone/clay/glass/concrete products) and service and commercial uses (e.g., banks and financial institutions; blueprint and duplicating services; gas/diesel stations, laboratories, professional offices, restaurants, repair shops, building materials sales yards, nurseries).

### 5.9.1.2 EXISTING CONDITIONS/ENVIRONMENTAL SETTING

#### **Project Site**

The closed Riverside Cement Plant encompasses most of the project site and was in operations from 1906 until 2014. The plant facility included several quarries for the mining of limestone for cement and cement products manufacturing, and various support buildings. There is a mix of paved roadways, open space, soil and material stockpiles, machinery, and buildings. Concrete and steel structures that were used in the cement manufacturing process remain onsite and are not in operation. Additional structures that remain onsite from the plant operations include white and grey cement production lines, storage silos and sheds, a cement bagging

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building, empty tanks, conveyor belts, utility tunnels, a control center, and an administration building. A water-filled quarry is at the southern portion of the cement plant. Vacant and undeveloped lands along the northern and western sides make up the rest of the project site. A Southern California Edison substation is near the northern part of the project site, and Union Pacific railroad tracks cross the site on the west.

### Surrounding Land Uses

Surrounding land uses adjacent to the project site include industrial development and single-family residences to the north in the City of Rialto and San Bernardino County; vacant land and industrial uses to the east along Hall Avenue and to the west along Rubidoux Boulevard; and industrial and public facilities uses to the south along Agua Mansa Road.

Further west is the neighborhood of Crestmore Heights, a semi-rural and low density residential neighborhood. Low density residences are also located to the northeast of the project site near El Rivino Road and Hall Avenue. The remaining project area is predominantly industrial uses.

### 5.9.2 Notice of Preparation (NOP)/Scoping Comments

A Notice of Preparation (NOP) for the proposed project was circulated for public review on July 17, 2017. None of the comments received during the NOP comment period specifically pertain to the topic of land use and planning. A summary of NOP comments is included in Table 2-1, and a complete copy of comments received is included in Appendix A.

In addition, a scoping meeting was held on July 27, 2017, at the Jurupa Valley City Hall, 8930 Limonite Avenue, Jurupa Valley, CA 92509, to elicit comments on the scope of the DEIR. A list of attendees is provided in Appendix A; no verbal or written comments were received during the scoping meeting.

### 5.9.3 Thresholds of Significance

The City of Jurupa Valley has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Criteria for determining the significance of impacts related to land use and planning are based on criteria in Appendix G of the CEQA Guidelines. According to Appendix G, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 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.

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#### 5.9.4 Applicable Policies and Design Features

##### 5.9.4.1 PLANS, POLICIES OR PROGRAMS (PPP)

The City's General Plan and SCAG's 2016-2040 RTP/SCS, as summarized in Section 5.9.1, represent comprehensive plans applicable to the proposed project. Consistency with the goals and policies in these plans is evaluated in Tables 5.9-1 (RTP/SCS) and 5.9-2 (General Plan).

##### 5.9.4.2 PROJECT DESIGN FEATURES (PDF)

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

#### 5.9.5 Environmental Impacts

The following impact analysis addresses thresholds of significance that are considered potentially significant impacts.

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##### **Impact LU-1      Threshold: Would the project physically divide an established community?**

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The closed Riverside Cement plant and quarry and associated buildings currently occupy most of the project site. Surrounding land uses include vacant land and other industrial uses with minimal residential uses. The closest residential community in Jurupa Valley is Crestmore Heights, about 0.2 mile west of the project site's most western boundary; however, it is separated from the project site by vacant land and Rubidoux Boulevard. Single-family residential communities are also located north of the project site in the community of Bloomington in unincorporated San Bernardino County; however, they are separated from the project site by El Rivino Road.

The remaining surrounding uses are vacant land and other industrial uses, such as distribution centers, solid waste facilities, general contractor offices, auto repair shops, and building material warehouses. Overall, the project site is in a mostly industrial area, and development in accordance with the Agua Mansa Commerce Park Specific Plan would not divide an established community. Impacts would be less than significant.

*Level of Significance before Mitigation:* Impact LU-1 would be less than significant.

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##### **Impact LU-2      Threshold: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

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Table 5.9-1 provides an assessment of the proposed project's relationship to pertinent SCAG 2016-2040 RTP/SCS goals.

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**Table 5.9-1 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis**

RTP/SCS Goal	Project Compliance with Goal
<p><b>RTP/SCS G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Consistent:</b> Development in accordance with the proposed Specific Plan would begin with remediating the former Riverside Cement Plant and quarry onsite, which would eliminate a large barrier to economic development in the project area. The proposed industrial, business park, and retail buildings would provide long-term job opportunities for Jurupa Valley residents, introducing approximately 964 jobs in the area.</p> <p>The proposed industrial park would allow high-cube logistics warehouse uses, fulfillment centers, e-commerce centers, warehousing and distribution, and research and development uses. The business park and retail overlay would allow research and development, professional offices, limited industrial, light manufacturing uses, and potential retail and personal services, food services, and convenience stores. These uses would bring private capital investment into the City and provide skilled and professional job opportunities.</p>
<p><b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.</p>	<p><b>Consistent:</b> Figure 3-6, <i>Circulation Plan</i>, illustrates the truck and automobile circulation network. The Specific Plan’s circulation plan is designed to encourage interconnecting private streets, drive aisles, sidewalks, and ingress and egress points for efficient circulation, safety, and accessibility. All pedestrian sidewalks shall be developed in accordance with ADA standards and City sidewalk requirements per the City’s Engineering Department. Pedestrian circulation in parking lot areas shall be planned to provide safety and convenience. Off-street parking areas shall incorporate walkways and striped paving in conjunction with landscaping to ensure the visibility and separation of pedestrians from vehicular paths. Conceptual street improvements proposed under the Specific Plan include the installation of curbs, gutters, sidewalks, parkway landscaping, and street trees along Rubidoux Boulevard, El Rivino Road, and Hall Avenue. Potential pedestrian amenities, such as street trees, signage, and lighting are also included in the Specific Plan’s development standards and design guidelines. Furthermore, internal circulation driveways and streets crossing railroad tracks will include special railroad safety features.</p> <p>The proposed industrial, business park, and retail uses would also create an opportunity to partner with Riverside Transit Agency to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area. Transit stops and shelters along surrounding roadways are encouraged, and bicycle storage, racks, and lockers are required.</p>
<p><b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent:</b> See response to RTP/SCS G2 above.</p>
<p><b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent:</b> As analyzed in Section 5.15, <i>Transportation and Traffic</i>, the proposed project would impact surrounding roadways and would result in some roadways operating at unacceptable levels of service.</p> <p>The project’s Specific Plan, however, assures improvements to facilitate long-range multi-modal transportation. The Specific Plan provides a conceptual right-of-way improvement plan both within and outside the site. These new right-of-way improvements would include bikeways and sidewalk. The Specific Plan could accommodate bus stops and shelters provided by the responsible Riverside Transit Agency (RTA) consistent with its transportation plans. The Specific Plan also includes:</p> <p>Goal ME 2: Maintains an interconnected network of bicycle, pedestrian, equestrian and public transit facilities that encourage non-automotive travel.</p>

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**Table 5.9-1 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis**

RTP/SCS Goal	Project Compliance with Goal
	<p>Goal ME 3: Promotes trails for pedestrian, bicycle and equestrian use for recreational as well as local travel needs.</p> <p>Policy ME 2.4: Transportation Options. Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.</p> <p>Policy ME 2.9 Project Integration. Encourage development of projects that facilitate use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities, and bicycle facilities.</p> <p>Policy ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.</p> <p>Policy LUE 3.2 Accessibility. Require commercial buildings and centers to be sited along or easily accessible from public sidewalks, pedestrian areas, neighborhoods, and bicycle routes, and include amenities that encourage walking and biking.</p> <p>Policy LUE 11.6: Complete Streets. Promote compact growth and complete streets that promote pedestrian, equestrian and bike trails, and that takes advantage of public transit routes and facilities.</p> <p>Furthermore, the Specific Plan integrates pedestrian-oriented ADA-responsive design in the form of connected walkways, pathways, and bikeways into the site plan design. Bicycle parking is also included in the site design plan. Pedestrian access is provided from the public right-of-way, the parking areas, and perimeter sidewalk.</p>
<p><b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> The project area currently is not developed with multimodal transportation options, such as bicycle lanes and amenities, bus stops and shelters, and pedestrian sidewalks. Development of the proposed Specific Plan would include sidewalks along El Rivino Road, Rubidoux Boulevard, and Hall Avenue. Street and wayfinding signage, street trees, benches, bicycle lockers/storage, and street lighting are also conceptually planned for perimeter and internal roadways. These improvements would help improve the productivity of the project area's transportation network compared to existing conditions.</p> <p>Additionally, mitigation measures detailed in Section 5.15, <i>Transportation and Traffic</i>, would help reduce traffic impacts and improve existing roadways to maximize their productivity.</p>
<p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The Agua Mansa Commerce Park would have a mix of industrial, business park, retail, and open space uses, creating an employment and community center in the northeastern portion of Jurupa Valley. Buildout of the proposed project would introduce up to 964 jobs in the project area and help reduce vehicle miles traveled by providing jobs and retail services near residential areas.</p> <p>The Specific Plan also requires setbacks from the perimeter roadways to protect sensitive receptors from air quality and noise impacts, and requires landscaping focused along public roadways to promote water conservation and water retention, improve air quality, and provide a buffer to adjacent areas. Landscaping trees are also encouraged to be grouped together to minimize the visual impact to surrounding uses, minimize noise propagation, and improve air quality.</p> <p>Active transportation opportunities, such as bicycling and walking, are also provided by the proposed land use plan. Sidewalks are planned as street improvements along El Rivino Road, Rubidoux Boulevard, and Hall Avenue. Street and wayfinding</p>



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**Table 5.9-1 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis**

RTP/SCS Goal	Project Compliance with Goal
	signage, street trees, benches, bicycle lockers/storage, and street lighting are also conceptually planned for perimeter and internal roadways.
<p><b>RTP/SCS G7:</b> Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent:</b> The proposed land uses and design guidelines incorporate energy efficient strategies. Sustainable construction and technology concepts in the proposed design guidelines include the following:</p> <ul style="list-style-type: none"> <li>• All new construction, building additions, and alterations must conform to the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.</li> <li>• Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and the environmental impacts associated with energy production and consumption.</li> <li>• Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy efficient light fixtures (e.g., florescent and LED lightings), and paint colors.</li> <li>• Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.</li> <li>• Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.</li> </ul>
<p><b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</p>	<p><b>Consistent:</b> See response to RTP/SCS G2 and G6 above.</p>
<p><b>RTP/SCS G9:</b> Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Consistent:</b> See response to RPT/SCS G4 and G5 above.</p>

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

The analysis concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals.

### City of Jurupa Valley General Plan Land Use Designations

The project site is designated as Business Park with Specific Plan Overlay (BP-SPO) under the City of Jurupa Valley General Plan Land Use Plan (Jurupa Valley 2017). Project implementation would require adoption of the following **General Plan Amendments**:

- Changing the land use designation of the site from “Business Park with Specific Plan Overlay” to the following land use designations:
  - Heavy Industrial (HI) with Specific Plan Overlay to be applied within the Industrial Park District of Agua Mansa Commerce Park Specific Plan.

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- Light Industrial (LI) with Specific Plan Overlay to be applied within the Business Park with Retail Overlay District of Agua Mansa Commerce Park Specific Plan
- Open Space-Recreation (OS-R) to be applied within the Open Space District of Agua Mansa Commerce Park Specific Plan
- Creating a “Rubidoux Warehouse and Distribution Center Overlay” in the General Plan and
- Establishing the “Rubidoux Warehouse and Distribution Center Overlay” on the Industrial Park District of the Agua Mansa Commerce Park Specific Plan.

The project would also require approval of the following entitlement requests:

- **Change of Zone.** To rezone the existing zoning from “Manufacturing-Heavy” and “Manufacturing-Service Commercial” to “Specific Plan”
- **Specific Plan.** To adopt the Agua Mansa Commerce Park Specific Plan which would supersede the existing Agua Mansa Specific Plan No. 210 from the project site.
  - **Site Development Permit.** To establish the speculative buildings for the future uses
  - **Tentative Parcel Map.**
  - **Development Agreement.**

### Goals and Policies

A detailed analysis of the proposed project’s consistency with applicable City of Jurupa Valley 2017 General Plan policies is provided in Table 5.9-2. The analysis concludes that the proposed project would be consistent with applicable general plan policies that are intended to avoid or minimize an environmental effect. Therefore, implementation of the proposed project would not result in significant land use impacts.

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**Table 5.9-2 City of Jurupa Valley General Plan Consistency Analysis**

Applicable Policies	Project Consistency Analysis
<b>Land Use Element</b>	
<b>LUE 3 – Commercial, industrial, and business park</b>	
<p><b>LUE 3.12 Industrial and Business Park Development.</b> Accommodate the continuation of existing and the development of new industrial, manufacturing, research and development, and professional offices in areas designated by the General Plan, specific plans, community and village plan land use maps.</p>	<p><b>Consistent:</b> The project site is designated Business Park-Specific Plan. Proposed uses would require the entitlement approvals, including a General Plan Amendment, as described above. Upon approval, the project would be consistent with this policy.</p>
<p><b>LUE 3.13 Commercial Trucks.</b> Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.</p>	<p><b>Consistent:</b> The Jurupa Valley General Plan allows trucks on Rubidoux Boulevard, Agua Mansa Road, El Rivino Road, and Brown Avenue. As detailed on Figure 3-6, <i>Circulation Plan</i>, commercial trucks would be allowed only on certain roadways and have access to the site only along El Rivino Road, Rubidoux Boulevard, and Brown Avenue. Trucks would be restricted from entering the site from the open space area.</p> <p>Table 4.4 of the Specific Plan details off-street parking and loading design standards for commercial trucks to minimize impacts on adjacent residential and commercial properties. For example, all truck-loading activity, including turnaround and maneuvering, shall be made on site. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded without extending beyond the property line. Drive aisles shall be sufficient in length so that no queuing of trucks or delivery vehicles will occur within the public right-of-way. All loading docks and truck parking areas shall also be visually screened from the public right-of-way with landscaping, decorative walls, or any other appropriate screening material or combination of materials to achieve the required screening (see Table 3.10 <i>Walls, Fences, and Screening Requirements</i> in the Specific Plan).</p>
<p><b>LUE 3.15 Locations.</b> Concentrate industrial and business park uses near major transportation facilities and utilities and along public transit corridors. Avoid siting such uses close to residentially zoned neighborhoods or where truck traffic will be routed through residential neighborhoods.</p>	<p><b>Consistent:</b> The proposed industrial and business parks would be located primarily along El Rivino Road and Rubidoux Boulevard, which are major corridors in Jurupa Valley. The project site is zoned Manufacturing-Heavy, and Manufacturing Service-Commercial, and thus, the proposed uses would be compatible with the existing zoning. Truck traffic would also be restricted to certain roadways as to minimize impacts to sensitive receptors, as shown on Figure 3-6, <i>Circulation Plan</i>.</p>
<p><b>LUE 3.16 Employee Facilities.</b> Encourage the inclusion of daycare, on-site lunch areas, showers, meeting rooms, and other employee-oriented facilities for new industrial and business park development.</p>	<p><b>Consistent:</b> Allowable uses in the industrial and business park districts include outdoor dining, employee cafeterias, food courts/halls, mobile food vending, and restaurants, which provide employees with onsite amenities. In addition, bicycle parking and near-zero emissions parking would be provided. Meeting rooms, showers, and daycares can also be provided in the industrial and business buildings.</p>
<p><b>LUE 3.17 Toxic Materials.</b> Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution.</p>	<p><b>Consistent:</b> The land use plan prohibits and discourages uses and activities that are generally incompatible for various reasons, such as heavy industry and manufacturing and storage of hazardous materials. If hazardous materials are utilized by future industrial and business park uses, the business owner is required to comply with existing federal, state, and local regulations to minimize environmental impacts on nearby sensitive receptors.</p>
<p><b>LUE 3.18 Infrastructure.</b> Require that new industrial and business park developers provide adequate parking, transportation facilities, including sidewalks and trails, street trees, water resources, sewer facilities, and other utilities to serve</p>	<p><b>Consistent:</b> Tables 3.3 and 3.4 of the Specific Plan specify the number of parking and loading spaces that must be provided by each land use. Additionally, Sections 5.15, <i>Transportation and Traffic</i>, and 5.17, <i>Utilities and Service Systems</i>, of this DEIR analyze the project's potential impacts</p>

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**Table 5.9-2 City of Jurupa Valley General Plan Consistency Analysis**

Applicable Policies	Project Consistency Analysis
new industrial and business park businesses in addition to meeting the needs of existing residents and businesses.	on transportation and utilities systems, including roadways, sidewalks, water, sewer, and dry utilities. Buildout of the proposed project would be adequately accommodated by existing and planned infrastructure.
<b>LUE 3.19 Architectural Compatibility.</b> Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements.	<b>Consistent:</b> The design guidelines and development standards in the Specific Plan detail standards and guidelines for building siting and architectural elements. Required setbacks, site design, and landscaping create buffers between residential areas and the project site. The proposed industrial, business, and retail buildings would be designed with high-quality landscaping, architecture, building materials, and signage. Supportive infrastructures such as trash enclosures, mechanical equipment, utilities, and other similar elements are required to be screened from public street view and located away from residential areas. Furthermore, architectural plans demonstrate consistency.
<b>LUE 5 – Land use overlays</b>	
<b>LUE 5.37 Specific Plan Content.</b> Require that all specific plans must meet the requirements of state law and include four planning frameworks: Land Use, Design, Circulation, and Infrastructure/Public Facilities. Within each framework, the specific plan will provide the goals and policies that will guide future decisions on projects within the specific plan area. The plan will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.	<b>Consistent:</b> The proposed Agua Mansa Commerce Park Specific Plan includes all state-required elements of a specific plan, including Land Use, Design, Circulation, and Infrastructure/Public Facilities elements with goals and policies to guide future development in accordance with the plan. An ‘Implementation and Administration’ chapter is also included to identify responsibilities, financing requirements, and phasing/timing.
<b>LUE 5.38 Application of New Specific Plan Overlays.</b> The 2017 General Plan designates several large key undeveloped areas of the City with the Specific Plan Overlay. These areas include industrial and business park property along I-15 and in the Agua Mansa industrial area.	<b>Consistent:</b> The proposed Agua Mansa Commerce Park Specific Plan, which includes industrial and business park uses, is an area designated within the New Specific Plan Overlay in the 2017 General Plan.
<b>LUE 6 – General plan administration</b>	
<b>LUE 6.3 Regional Planning.</b> Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.	<b>Consistent:</b> As part of the analysis in this DEIR, surrounding jurisdictions, local and regional agencies, and Native American tribes were consulted to determine the project’s environmental impacts. The project’s transportation and traffic congestion impacts on Caltrans facilities and surrounding jurisdictions’ roadways were analyzed. Air quality and water quality impacts to the South Coast Air Basin and Santa Ana Regional Water Quality Control Board, respectively, were analyzed. The Western Riverside County Regional Conservation Authority was consulted to determine the project’s consistency with the Western Riverside County Multiple Species Habitat Conservation Plan. And Native American tribes were consulted as required by Senate Bill 18 and Assembly Bill 52.
<b>LUE 6.4 Agency Coordination.</b> Coordinate with local agencies, such as community service districts (CSDs), school districts, Riverside County Fire and Sheriff Departments, and others to ensure to ensure adequate service provision for development.	<b>Consistent:</b> To supplement the analysis in Section 5.13, <i>Public Services</i> , the Riverside County Fire and Sheriff Departments were consulted to determine the project’s impacts on existing fire and police resources and levels of service. Additionally, the staff has transmitted the project for comments to other agencies including County Department of Health, Rubidoux Community Services District and Jurupa Unified School District. Received comments were considered.
<b>LUE 7 – General plan land use implementation</b>	
<b>LUE 7.4 Multimodal Orientation.</b> Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses and locate them to capitalize	<b>Consistent:</b> The proposed industrial, business park, retail, and open space uses would provide a variety of land uses in the Specific Plan area. Compared to the existing Riverside Cement Plant and quarry, these uses

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on multimodal transportation opportunities and to promote compatible land use patterns that reduce reliance on the automobile.	would help the City revitalize an underutilized area of the City and help promote multimodal transportation opportunities in the area.
<b>LUE 7.6 Retail and Office Growth Areas.</b> Locate retail commercial and professional office growth near or within existing and planned village centers and commercial nodes to the greatest extent possible.	<b>Consistent:</b> The proposed land use plan allows professional office uses and potential retail within the Business Park. The Business Park would be located east of Rubidoux Boulevard which is considered a principal commercial corridor.
<b>LUE 7.7 Industrial, Warehousing and Service-Commercial Growth Areas.</b> Limit industrial, warehousing and service-commercial uses to the Mira Loma Warehouse and Distribution Center Overlay, and to other areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.	<b>Consistent:</b> The project site is not located in the Mira Loma Warehouse and Distribution Center Overlay, but is in an area of the City accessible from major highways, including State Route 60, Interstate 215, and Interstate 10. The site is also located near other industrial and manufacturing uses. Residential uses to the north and west of the project site would be buffered from the industrial and business park buildings with proper screening and landscaping as required by the Specific Plan development standards. Project implementation includes a request to create a “Rubidoux Warehouse and Distribution Center Overlay” and to establish the “Rubidoux Warehouse and Distribution Center Overlay” to the project site to allow logistics.
<b>LUE 7.8 Environmentally Sensitive Areas.</b> Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	<b>Consistent:</b> Severe natural hazards may include geologic and soil conditions, such as faults, liquefaction, landslides, expansive soils, and soil erosion. As analyzed in Sections 5.5, <i>Geology and Soils</i> , and 5.8, <i>Hydrology and Water Quality</i> , buildout of the project would not contribute to increasing these existing natural hazards because future development would comply with existing building regulations and recommendations from the geotechnical report.
<b>LUE 8 – Land use compatibility</b>	
<b>LUE 8.1 Land Use Compatibility.</b> Require land to be developed and used in accordance with the General Plan, specific plans, and community and village plans to ensure compatibility and minimize impacts.	<b>Consistent:</b> See response to LUE 3.19 above.  The proposed land uses are in accordance with the proposed Agua Mansa Commerce Park Specific Plan and would comply with its development standards and design guidelines.
<b>LUE 8.2 High Quality Development.</b> Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.	<b>Consistent:</b> One overarching objective for the long-term urban design and architectural direction of the Specific Plan is to maintain high-quality development in the Agua Mansa Commerce Park that complements and integrates into the community and adds value to the City.
<b>LUE 8.4 Buffering.</b> Require buffering between urban uses and adjacent rural/equestrian oriented land uses to the maximum extent feasible. New development shall be responsible for providing the buffering on its own site or off-site, where appropriate, and acceptable to affected property owners.	<b>Consistent:</b> The conceptual site plan buffers the proposed industrial and business park uses from sensitive residential receptors with required landscaping and buffering requirements. The development standards require buffers to lengthen the distance of impact of the proposed buildings on sensitive uses and also improve the aesthetic appearance of the proposed developments from surrounding roadways. ‘Buffering and Screening Design Guidelines’ in Chapter 5, Design Guidelines, of the Specific Plan requires buffering and screening design features to screen truck courts and loading and service areas.
<b>LUE 10 – Community design and aesthetics</b>	
<b>LUE 10.1 Land Use Balance.</b> Encourage communities that provide a balanced mix of land uses, including open space, employment, recreation, shopping, and housing.	<b>Consistent:</b> The proposed land use plan provides a mix of industrial, business, retail, and open space uses within the Specific Plan area. The project site is also located in one of the Opportunity and Specific Plan Areas, as identified on the Jurupa Valley General Plan Land Use Map.
<b>LUE 10.2 Infill Development.</b> Assist in and promote the development of infill and underutilized parcels, which are located	

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<p>in Opportunity and Specific Plan Areas, as identified on the General Plan Land Use Map.</p>	
<p><b>LUE 10.4 Street and Trail Connectivity.</b> Create street and trail networks that directly connect local destinations and that promote use by pedestrians, equestrians, and bicyclists.</p> <p><b>LUE 10.6 Complete Streets.</b> Promote compact growth and complete streets that promote pedestrian, equestrian and bike trails, and that takes advantage of public transit routes and facilities.</p> <p><b>LUE 10.7 Community Linkages.</b> Create opportunities to link communities through access to multimodal transportation systems.</p>	<p><b>Consistent:</b> Figure 3-6, <i>Circulation Plan</i>, illustrates the truck and automobile circulation network and Figure 3-7 illustrates a conceptual onsite bike/pedestrian and offsite equestrian trail.</p> <p>The diverse land use mix proposed by the Specific Plan includes employment-generating uses and retail uses that would serve the surrounding residential neighborhoods. The proposed industrial, business park, and retail uses would also create an opportunity to partner with Riverside Transit Agency to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area. Transit stops and shelters along surrounding roadways are encouraged, and bicycle storage, racks, and lockers are required.</p>
<b>LUE 11 – Project design</b>	
<p><b>LUE 11.2 Design Standards.</b> Comply with the design standards of the appropriate General Plan and community plan land use category.</p> <p><b>LUE 11.3 Construction.</b> Require that public and private structures be constructed in accordance with the requirements of the City's zoning, building, and other pertinent codes and regulations.</p>	<p><b>Consistent:</b> Chapters 3 and 4 of the Specific Plan detail development standards and design guidelines for future development in the Specific Plan area. All development would be constructed in accordance with the Specific Plan and City's requirements related to zoning and building codes.</p>
<p><b>LUE 11.4 Landscape and Irrigation Plans.</b> Require landscape and irrigation plans to be submitted and implemented for development projects subject to discretionary review, as required by City Landscape Standards.</p> <p><b>LUE 11.5 Water Conservation Techniques.</b> Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.</p> <p><b>LUE 11.6 Energy Efficiency.</b> 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.</p>	<p><b>Consistent:</b> All projects developed shall provide and maintain landscaping and irrigation in compliance with applicable sections of the proposed Specific Plan and zoning code. The landscape plan shall be designed with water efficiency in mind; plants shall be selected and planted based upon their adaptability to the climate and the topographical conditions of the project site. Further, the Landscape Plan shall address conditions of the Specific Plan area such as controlling erosion, filtering storm water, screening of unsightly elements, creating shade, and softening the appearance of walls or structures. All utilities shall be shown on plans to facilitate landscape design and tree placement, and the Landscape Plan shall avoid plantings which restrict sight distance at driveways or require unusual maintenance. Conceptual landscape plans have been submitted for discretionary review with the entitlement applications. The construction landscape and irrigation plans would be submitted to the City for review and approval during the plan check review process.</p> <p>Water conservation and energy efficiency are addressed in the Specific Plan. Landscape and irrigation plans are required to incorporate water conservation features, including groundwater recharge, biofiltration swales, porous surfaces, drought-tolerant landscaping, etc. Additionally, the following sustainable construction and technology concepts are encouraged:</p> <ul style="list-style-type: none"> <li>• All new construction, building additions, and alterations must conform with the State of California's Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.</li> <li>• Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and</li> </ul>

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	<p>the environmental impacts associated with energy production and consumption.</p> <ul style="list-style-type: none"> <li>• Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy efficient light fixtures (e.g., florescent and LED lightings), and paint colors.</li> <li>• Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.</li> <li>• Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.</li> </ul>
<p><b>LUE 11.8 Signage.</b> Require development projects to use high quality, well-designed signage that is architecturally integrated with and complementary to the proposed building(s) and adjacent development.</p>	<p><b>Consistent:</b> The development standards and design guidelines of the Specific Plan detail signage requirements. A comprehensive sign program may be required to be developed for the entire Specific Plan area or the specific Industrial Park, Business Park with Retail Overlay. A comprehensive sign program for the Specific Plan area would integrate project signage with the overall site and building design to provide a unified architectural statement. A comprehensive sign program also provides a means for flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs.</p>
<p><b>LUE 11.9 Commercial Vehicle Access.</b> Use safe and convenient vehicular access and reciprocal access between adjacent commercial uses and properties.</p> <p><b>LUE 11.10 Residential Compatibility.</b> Require non-residential uses to be designed so that site and building entries, drive-ways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays are located and designed to minimize conflicts with adjacent residential neighborhoods due to traffic, noise, vibration, odor, lighting, and other impacts on surrounding properties. Any potential impacts shall be mitigated to a level of non-significance, to the approval of the City.</p>	<p><b>Consistent:</b> See response to Policy LUE 3.13 above.</p> <p>Site and building entries, driveways, parking and loading areas, trash and recycling areas, drive-through uses, and storage bays would be designed to minimize impacts on adjacent residential uses to the north and west of the project site. There are no loading docks directly across from residential areas. Employee and visitor parking area for Building 1 is approximately 40 feet away from the curb of the street. Additionally, a landscape berm will minimize the view of this parking area.</p>
<p><b>LUE 11.11 Landscape Maintenance.</b> Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards.</p>	<p><b>Consistent:</b> See response to Policy LUE 11.4 above.</p> <p>Plans do provide for landscaping in streetscapes, parking lots, setback areas, open spaces, and other exterior use areas. Conditions will address the maintenance. Landscaping would be maintained in compliance with applicable sections of the proposed Specific Plan and zoning code.</p>
<p><b>LUE 11.12 Natural Features.</b> Require development projects, including public projects, utilities, and earthworks/ grading, to protect and preserve natural features, such as unique natural terrain, rocky outcrops, ridgelines, drainage ways, mature trees, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.</p>	<p><b>Consistent:</b> See response to Policy LUE 9.1 above.</p>
<p><b>LUE 11.13 Connectivity.</b> Require development projects to be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other amenities.</p>	<p><b>Consistent:</b> The Specific Plan provides an internal circulation plan and a conceptual right-of-way improvement plan both within and outside the site. New right-of-way improvements may include new turning lanes, curb cuts and driveways, new traffic signals, bikeways, road rehabilitation, new traffic signs, entryway signage, emergency vehicle access, curb, gutters, sidewalks, parkway landscaping, and street trees.</p>

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<p><b>LUE 11.15 Accessibility.</b> Require building entries to be accessible from the public sidewalk, parking and pedestrian areas, and equestrian and bicycle routes where appropriate, and include amenities that encourage accessibility, such as low-scale entry signage, bicycle parking, equestrian hitching posts, down lighting, and waiting areas, where appropriate.</p> <p><b>LUE 11.16 Street Crossings.</b> Require new development to provide safe and frequent pedestrian, bicycle and, where appropriate, equestrian street crossings, including over- or underpasses where necessary.</p>	<p><b>Consistent:</b> See response to Policies LUE 3.13, 10.4, and 11.13 above. The proposed site plan provides for connections between sidewalks and building entries</p>
<p><b>LUE 11.17 Screened Trash and Recycling Areas.</b> Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.</p>	<p><b>Consistent:</b> See response to Policy LUE 3.19 above.</p> <p>The proposed design guidelines encourage using buffering and screening techniques to block trash and recycling enclosures from public view. Passive screening and buffering, landscaping, and topographical features can minimize the use of screening wall as interventions. All screening walls must be of high-quality material, sufficiently decorative, or integrated to building facades.</p>
<p><b>LUE 11.18 Crime Prevention.</b> Require that development projects consider public safety and “defensible space” in their design through the appropriate use of building windows, entries, landscaping, and site lighting that is designed for efficiency and to reduce glare and “light spillage” across property lines.</p>	<p><b>Consistent:</b> Crime Prevention Through Environmental Design (CPTED) best practices are encouraged in the Specific Plan for all site plan and building placement design. Additionally, designs for security and lighting infrastructure are integrated into the land use development of the plan.</p> <p>Lighting requirements detailed in Table 3.7 of the Specific Plan ensure lighting contributes to the building identity while providing enhanced safety and security for pedestrians and vehicles. Pole-mounted lights shall be shielded and the light directed away from the public streets. Further, pole-mounted lights shall utilize cut-off fixtures and shall not be directed towards residences. All projects in the Specific Plan area are required to have zero light spill off site.</p>
<p><b>LUE 12 – Infrastructure, public facilities, and services</b></p>	
<p><b>LUE 12.1 Service Capacity.</b> Ensure that development does not exceed the City’s or the community services districts’ ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste and public services such as police/ fire/emergency medical services, recreational facilities, and transportation systems.</p> <p><b>LUE 12.2 Monitoring.</b> Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that housing and population growth does not reduce levels of service below acceptable levels.</p>	<p><b>Consistent:</b> As detailed in Sections 5.13, <i>Public Services</i>, 5.14, <i>Recreation</i>, 5.15, <i>Transportation and Traffic</i>, and 5.17, <i>Utilities and Service Systems</i>, the project applicant would be responsible for paying its fair share of facilities and infrastructure costs as required to mitigate the project’s impacts on existing resources. As development occurs in accordance with the Specific Plan, developers would be required to coordinate with service providers to ensure they can accommodate the anticipated growth.</p>
<p><b>LUE 12.3 Urban Water Management Plans.</b> Review all projects for consistency with the appropriate community services district’s urban water management plans.</p>	<p><b>Consistent:</b> A Water Supply Assessment (WSA) was prepared for the proposed project and is included as Appendix M of this DEIR. The WSA reviews the project’s consistency with the Rubidoux Community Services District’s 2015 Urban Water Management Plan. A summary of the WSA findings is provided in Section 5.17, <i>Utilities and Service Systems</i>.</p>



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<b>LUE 13 – Fiscal impacts</b>	
<p><b>LUE 13.1 Fair Share Infrastructure Funding.</b> Require that new development contribute its fair share to fund infrastructure and public facilities, such as police and fire facilities, parks, streets, and trail improvements.</p>	<p><b>Consistent:</b> See response to Policy LUE 12.1 above.</p>
<b>Mobility Element</b>	
<b>ME 1 – Mobility corridors</b>	
<p><b>ME 1.2 Corridor Design.</b> When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards:</p> <ol style="list-style-type: none"> <li>1. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.</li> <li>2. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.</li> <li>3. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.</li> </ol> <p><b>ME 1.3 Preserving Community Character in Mobility Corridors.</b> Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies:</p> <ol style="list-style-type: none"> <li>1. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.</li> <li>2. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.</li> </ol>	<p><b>Consistent:</b> The proposed industrial and business parks would be located primarily along El Rivino Road, Hall Avenue, and Rubidoux Boulevard, which are major corridors in Jurupa Valley.</p> <p>El Rivino Road, Hall Avenue, and Rubidoux Boulevard will undergo improvements that are in line with the General Plan requirements as specified in the Specific Plan. These include requirements relating to sidewalks, landscaping, parkways, street trees, setbacks, and medians.</p>
<b>ME 2 – Roadway networks</b>	
<p><b>ME 2.1 Roadway system.</b> Require that the City’s mobility corridors:</p> <ol style="list-style-type: none"> <li>2. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.</li> </ol> <p><b>ME 2.3. Development Project Impacts.</b> Require development projects to analyze potential off-site traffic impacts and related</p>	<p>Off-site traffic impacts and related environmental impacts related to roadway systems are detailed in Section 5.15, <i>Transportation and Traffic</i>. This section details mitigation measures needed for adverse impacts to be at less-than-significant levels.</p>

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environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.	
<p><b>ME 2.4 Transportation Options.</b> Support development of a variety of transportation options for major employment and activity centers, including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.</p> <p><b>ME 2.5 Public Transit Connections.</b> Support the development of transit connections that link the village centers located throughout the City and as identified in the Land Use Element and in the specific, community and village plans.</p>	<p><b>Consistent:</b> See response to Policies LUE 7.4 and 10.4 above.</p>
<p><b>ME 2.6 Efficient Use.</b> Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.</p> <p><b>ME 2.7 System Evaluation.</b> Evaluate the planned circulation system as needed to enhance the street network to respond to anticipated growth and mobility needs.</p>	<p><b>Consistent:</b> See response to LUE 12.1.</p>
<p><b>ME 2.9 Project Integration.</b> Encourage development of projects that facilitate use of alternative modes of transportation, including public transit, light rail, pedestrian-oriented retail and activity centers, equestrian trails and related facilities, and bicycle facilities.</p>	<p><b>Consistent:</b></p> <p>Within the Specific Plan boundary, an on-site trail is proposed along the southern portion of Rubidoux Boulevard, between the CalPortland building and the intersection of Rubidoux Boulevard and Production Circle (see Figure 3.7). The northern portion of the Rubidoux Boulevard streetscape will include a sidewalk, connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. Across Rubidoux Boulevard to the west is where an equestrian trail is planned that will follow along Castellano Road and Andalusia Avenue.</p> <p>Transit routes can also provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The provision of a concentrated employment center is an opportunity to partner with Riverside Transit Agency to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area.</p> <p>Table 3.5 of the Specific Plan also includes bicycle parking requirements for each of the proposed land use types. Bicycle parking spaces would be provided in the form of bicycle racks and/or bicycle lockers. Bicycle parking shall be provided in a convenient, highly visible, and well-lit area within 100 feet of a building entry.</p>
<p><b>ME 2.11 Street Improvements with New Development.</b> Require street improvements as a condition of new developments, including undergrounding of utility lines, installation of fiber optic cable and other utilities, sidewalk, curb, gutter and street pave-out, bicycle and equestrian facilities, street lighting (where appropriate), street trees and landscaping.</p>	<p><b>Consistent:</b> As detailed in the Specific Plan and site plans, new right-of-way improvements along El Rivino Road, Rubidoux Boulevard, and Hall Avenue may include new turning lanes, curb cuts and driveways, new traffic signals, bikeways, road rehabilitation, new traffic signs, entryway signage, emergency vehicle access, curb, gutters, sidewalks, parkway landscaping, and street trees.</p>
<p><b>ME 2.12 Target Levels of Service.</b></p> <p><b>ME 2.14 Traffic Study Guidelines.</b> Apply level of service and/or VMT standards to new development, consistent with state law, based on new Traffic Study Guideline, to be developed by City to</p>	<p><b>Consistent:</b> A Traffic Impact Analysis was prepared for the project (refer to Appendix K, <i>Traffic Study</i>). The traffic study identifies project-related impacts to circulation facilities and provides necessary mitigation measures. Off-site traffic impacts and related environmental impacts related to roadway systems are detailed in Section 5.15, <i>Transportation</i></p>

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<p>evaluate traffic impacts and identify appropriate mitigation measures for new development.</p> <p><b>ME 2.15 Traffic Impact Evaluation.</b> New developments shall be reviewed to identify project-related impacts to circulation facilities and shall provide site improvements necessary to mitigate such impacts. The Engineering Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.</p> <p><b>ME 2.16 Traffic Impacts.</b> Traffic studies prepared for development entitlements (e.g., tracts, plot plans, public use permits, conditional use permits) shall identify project-related traffic impacts and determine the “significance” of such impacts in compliance with CEQA</p> <p><b>ME 2.17 Impact Mitigation.</b> Mitigate direct project related traffic impacts by requiring street improvements as a condition of approval, or for indirect and cumulative impacts, through the payment of mitigation fees to fund improvement of streets and other transportation facilities.</p>	<p>and Traffic. All the mitigation measures in the Traffic Study will be implemented by the project.</p>
<p><b>ME 3 – Pedestrian and bicycle facilities</b></p>	
<p><b>ME 3.1 Bicycle and Pedestrian Trail Network.</b> Plan, develop and maintain a bikeway and pedestrian network according to a Bicycle and Pedestrian Plan, to be prepared following General Plan adoption. Bicycle facilities should be located off-road to the greatest extent possible, such as along flood control channels, the Santa Ana River banks, regional parks and within residential developments and greenbelts.</p> <p><b>ME 3.2 Bicycle- and Pedestrian-Oriented Site Design.</b> Encourage bicycle- and pedestrian-oriented site design in commercial areas.</p> <p><b>ME 3.3 Design Standards.</b> In determining the appropriate street or intersection design standard to apply, the City will seek to balance cyclists’ and pedestrians’ safety and convenience with that of other roadway users.</p> <p><b>ME 3.4 Intersections and Crossing Locations.</b> Use Federal, State, and local guidelines and standards for traffic operations, signal timing, geometric design, Universal Access (ADA) and roadway maintenance that facilitate walking and bicycling at intersections and other key crossing locations.</p> <p><b>ME 3.6 Internal Linkages.</b> Bicycle and pedestrian trails networks should be located and designed to link to retail and commercial centers.</p> <p><b>ME 3.7 External Linkages.</b> Link on-road and off-road bicycle and pedestrian facilities to existing and planned bicycle and pedestrian facilities in adjacent and regional jurisdictions.</p>	<p><b>Consistent:</b> See response to Policies LUE 10.4 and 11.13 above.</p> <p>An on-site trail is proposed within the Specific Plan area along the southern portion of Rubidoux Boulevard (see Figure 3.7). The northern portion of the Rubidoux Boulevard streetscape will include a sidewalk connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. Across Rubidoux Boulevard to the west is where an equestrian trail is planned that will follow along Castellano Road and Andalusia Avenue. Development of bicycle and pedestrian networks onsite would be designed in compliance with ADA standards and the City’s street design standards.</p>

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<p><b>ME 3.8 Traffic Control Devices.</b> Traffic control devices and transportation infrastructure will be operated to serve the needs of all users of the roadway and pedestrians.</p>	<p><b>Consistent:</b> Development of the proposed project would include implementation of City-required traffic control devices (i.e., crosswalks and street lights), as required by the City's Public Works Department.</p>
<p><b>ME 3.9 Pedestrian Facilities.</b> 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.</p> <p><b>ME 3.11 Pedestrian Connectivity.</b> Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.</p> <p><b>ME 3.14 Public Pedestrian Improvements.</b> Encourage public pedestrian improvement projects such as public art, fountains, street trees, lighting and directional signs.</p> <p><b>ME 3.15 Pedestrian Facilities.</b> Provide facilities for the safe movement of pedestrians within new developments, as specified in the General Plan and City Engineering and trail standards.</p> <p><b>ME 3.16 Removal of Barriers.</b> Maximize visibility and access and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians within and between adjacent developments, where appropriate. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.</p>	<p><b>Consistent:</b> See response to Policies LUE 10.4, LUE 11.13, and ME 3.1 above.</p> <p>The Specific Plan's circulation plan is designed to encourage interconnecting drive aisles, sidewalks, and ingress and egress points for efficient circulation, safety, and accessibility. All pedestrian sidewalks shall be developed in accordance with ADA standards and City sidewalk requirements per the City's Engineering Department. Conceptual street improvements proposed under the Specific Plan include the installation of curbs, gutters, sidewalks, parkway landscaping, and street trees along Rubidoux Boulevard, El Rivino Road, and Hall Avenue. Potential pedestrian amenities, such as street trees, signage, and lighting are also included in the Specific Plan's development standards and design guidelines.</p>
<p><b>ME 3.17 Public Transit Connections.</b> Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.</p>	<p><b>Consistent:</b> The proposed industrial, business park, and retail uses would create an opportunity to partner with Riverside Transit Agency to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area. Transit stops and shelters along surrounding roadways are encouraged, and bicycle storage, racks, and lockers are required. Proposed street improvements along surrounding roadways (i.e., sidewalks, lighting, signage, street trees) would ensure safe pedestrian access to future transit routes along Rubidoux Boulevard, and El Rivino Road.</p>
<p><b>ME 3.20 Development Review.</b> Consult the Engineering Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. City may require both the dedication and improvement of pedestrian facilities as a condition of development approval.</p> <p><b>ME 3.21 ADA Compliance.</b> Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.</p>	<p><b>Consistent:</b> The City's engineering department has reviewed the project, including the Specific Plan and the proposed improvements under the Site Development Permit, as part of the development review process. The proposed Specific Plan includes conceptual street improvements on Rubidoux Boulevard, El Rivino Road, and Hall Avenue, including sidewalks, gutters, curbs, street trees, signage, and lighting. Future pedestrian improvements would require City review and approval during the development review process. At this time, the City's Engineering Department would also ensure compliance with ADA standards.</p>
<p><b>ME 3.24 Integration of Bicycle Planning.</b> Integrate development of the bicycle facilities network into larger land use planning and development projects.</p>	<p><b>Consistent:</b> Within the Specific Plan boundary, an on-site trail is proposed along the southern portion of Rubidoux Boulevard, between the CalPortland building and the intersection of Rubidoux Boulevard and Production Circle (see Figure 3.7). The northern portion of the Rubidoux</p>

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Applicable Policies	Project Consistency Analysis
<p><b>ME 3.25 Bicycle-Friendly Infrastructure.</b> Require bicycle-friendly infrastructure design using new technologies and innovative treatments, where necessary to improve bicyclists' safety and convenience.</p> <p><b>ME 3.26 Bicycle Facilities.</b> In preparing City land use plans and applicable Capital Improvement Programs, the City will address bicycle needs, including:</p> <ol style="list-style-type: none"> <li>1. Attractive destination facilities, such as secure bicycle lockers, showers, and changing rooms that are conveniently located for bicyclists, i.e. a bike station);</li> <li>2. Facilities for bicycle parking within newly built and renovated multi-family residential developments, residential condominiums and apartment conversions to condominiums, multi-use and non-residential sites;</li> <li>3. Safe, secure, attractive and convenient bicycle parking; and</li> <li>4. Wayfinding systems and traffic control signage or markings for all bicycle facilities.</li> </ol> <p><b>ME 3.27. Bicycle and Pedestrian Wayfinding.</b> Bicycle and pedestrian network wayfinding and information shall be provided through signs, street markings or other technologies.</p> <p><b>ME 3.29. Off-Road Trail Linkages.</b> Where feasible, the City connects off-road trails with the on-road transportation network.</p> <p><b>ME 3.30. Bicycle and Pedestrian Facility Design Standards.</b> City shall utilize the Caltrans Highway Design Manual and other infrastructure guidelines as appropriate to design and maintain bicycle and pedestrian facilities to high safety standards.</p> <p><b>ME 3.34 Bikeway Width.</b> Where feasible, design bikeways beyond the minimum required widths, but within federal, state, or local standards (for example, Class 2 lanes should not exceed 8 feet in width to avoid confusion with driving lanes).</p> <p><b>ME 3.35 Bicycle Parking.</b> Require convenient, secure, attractive and easy to use bicycle parking to be provided at public buildings, commercial areas, multi-family residential development projects, and at schools and parks, and encourage other agencies to provide bicycle parking for rail transit and Park-n-Ride facilities.</p> <p><b>ME 3.36 Bicycle Improvements Conditionally Required.</b> Require the construction or rehabilitation of bicycle facilities and/or "bicycle-friendly" improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.</p>	<p>Boulevard streetscape will include a sidewalk, connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. Across Rubidoux Boulevard to the west is where an equestrian trail is planned that will follow along Castellano Road and Andalusia Avenue. Development of bicycle and pedestrian networks onsite would be designed in compliance with ADA standards and the City's street design standards.</p> <p>Table 3.5 of the Specific Plan also details bicycle parking requirements for each proposed land use. As detailed in the proposed development standards, bicycle parking shall be provided in a convenient, highly visible, and well-lit area, shall be at least as conveniently located as the most convenient automobile spaces; and shall be located within 100 feet of a building entrance.</p> <p>Internal circulation driveways and public streets crossing the railroad tracks would include special railroad safety features, such as railroad crossing gates for vehicles, bicyclists, and pedestrians. And street improvements, such as wayfinding signage, street trees, benches, bus shelters, and lighting, would be developed along internal and site perimeter roadways.</p>
<p><b>ME 4 – Equestrian and multi-purpose trails network</b></p>	
<p><b>ME 4.1 Equestrian and Multi-Purpose Trails.</b> Provide trails for the safe movement of pedestrians and equestrians within and between new developments where appropriate, and as specified in the General Plan and City Engineering and trail standards.</p>	<p><b>Consistent:</b> The City's Engineering Department would review the Specific Plan Development Plan to ensure compliance with road design standards related to pedestrian and equestrian paths, sidewalks, crosswalks, and other features necessary for safe street crossing.</p>

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<p><b>ME 4.2 Removal of Barriers.</b> Maximize visibility and access and encourage the removal or modification of barriers (e.g., walls, fences, utilities, drainage ditches, refuse bins) for safe and convenient equestrian movement, and provide hitching posts where appropriate for safety or convenience. Special emphasis should be placed on creating and maintaining safe and convenient trail linkages with the Equestrian Lifestyle Protection Overlay.</p> <p><b>ME 4.3 Development Review.</b> Consult the Engineering Department as part of the development review process regarding any development proposals where trail facilities or improvements may be warranted. City may require both the dedication and improvement of pedestrian and equestrian facilities as a condition of development approval.</p> <p><b>ME 4.4 Safe Crossings.</b> City will plan for and implement pedestrian and equestrian access that is consistent with road design standards, including provisions for interconnected pedestrian and equestrian paths, sidewalks, crosswalks, timing and actuation of traffic signals, in-street annunciators or other features necessary for safe street crossing.</p>	<p>Within the Specific Plan boundary, an on-site trail is proposed along the southern portion of Rubidoux Boulevard, between the CalPortland building and the intersection of Rubidoux Boulevard and Production Circle (see Figure 3.7). The northern portion of the Rubidoux Boulevard streetscape will include a sidewalk, connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. Across Rubidoux Boulevard to the west is where an equestrian trail is planned that will follow along Castellano Road and Andalusia Avenue.</p>
<b>ME 5 – Public transit</b>	
<p><b>ME 5.12 Bus Shelters.</b> Coordinate with transit operators to ensure that bus shelters are provided along and/or near all transit routes, whenever feasible. New developments may be required to provide bus shelters due to existing or future planned transit routes, even if demand for pedestrian facilities are not immediately warranted.</p> <p><b>ME 5.13 Accessible Transit.</b> Require bicycle, pedestrian and wheelchair access to all transit facilities and maintain bicycle, pedestrian and wheelchair facilities so that they are safe, attractive and well lit.</p>	<p><b>Consistent:</b> See response to Policy ME 3.17 above.</p>
<b>ME 7 – Scenic corridors, street character, and design</b>	
<p><b>ME 7.9 Use of Native Plants and Recycled Water.</b> Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping.</p>	<p><b>Consistent:</b> See response to Policy LUE 11.4 above.</p>
<p><b>ME 7.10 Landscape Buffers.</b> Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping and/or other effective visual screens.</p>	<p><b>Consistent:</b> See response to Policies LUE 8.4, 11.14, and 11.17 above.</p>
<b>ME 8 – System operation, maintenance, and funding</b>	
<p><b>ME 8.1 Dedicated Access.</b> All developments shall provide dedicated and recorded public access, except as provided for under the statutes of the State of California.</p> <p><b>ME 8.2 Driveway Location and Number.</b> Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient</p>	<p><b>Consistent:</b> As illustrated in Figure 3-6, <i>Circulation Plan</i>, the project site would be accessed via multiple driveways along El Rivino Road, Rubidoux Boulevard, and Hall Avenue. Each driveway is either dedicated for automobiles only or for both truck and automobiles. Driveway locations, numbers, and design shall be consistent with the street's General Plan classification and function and would be confirmed during site plan review with the City's Engineering Department.</p>

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<p>distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.</p> <p><b>ME 8.4 Common Access Driveways.</b> Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated arterial street or highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.</p>	
<p><b>ME 8.10 Right-of-Way Improvements.</b> Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.</p>	<p><b>Consistent:</b> See response to Policy ME 2.11 above.</p>
<p><b>ME 8.12 Heavy Truck Restrictions in Residential Neighborhoods.</b> Restrict heavy truck through-traffic and parking in residential and village center areas and plan land uses so that trucks do not need to traverse these areas.</p>	<p><b>Consistent:</b> See response to Policy LUE 3.13 above.</p>
<p><b>ME 8.13 Off-Street Loading Facilities.</b> Design off-street loading facilities for new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on public streets, except when specifically permitted by the City Engineer.</p>	<p><b>Consistent:</b> See response to Policies LUE 3.13 and 11.14 above.</p>
<p><b>ME 8.14 Driveway Access.</b> Locate and design commercial and industrial land uses so that they take driveway access from streets with a General Plan classification of arterial or greater, and limit the number of such commercial access points by encouraging shared access. Exceptions may be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations. Industrial or business park type developments may be served via an internal network of Industrial Collector streets.</p>	<p><b>Consistent:</b> See response to Policy ME 8.1 above.</p>
<p><b>ME 8.15 Intersection Design.</b> Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians and vehicles.</p> <p><b>ME 8.16 Roadway Design.</b> Design curves and grades to permit safe movement of vehicular traffic at the road's target speed. Target speed should be consistent with and complement the character of the adjacent area.</p> <p><b>ME 8.17 Sight Distance.</b> Provide adequate sight distances for safe pedestrian, equestrian and vehicular movement at all intersections.</p>	<p><b>Consistent:</b> As previously described, the Circulation Plan of the proposed project is designed to facilitate safe travel of pedestrians, bicyclists and vehicles. The site is not intended for equestrians. The site features intersection safety such as crosswalks; railroad crossing safety features; and is designed to minimize turns, idling, and congestion within the site to provide the most direct routes possible to auto traffic. A 10-foot wide multi-purpose bike/pedestrian trail will be provided along the east side of Rubidoux Boulevard, behind the landscape parkway or along the east side of the CalPortland building as shown on Figures 2.4 and 2.5 in the Specific Plan.</p> <p>The Specific Plan also includes lighting and design standards for pedestrian circulation in the parking lots to ensure visibility and separation of pedestrians from vehicular paths and connectivity to the onsite</p>

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	buildings. The proposed project would also comply with the applicable bicycle parking standards identified in the Specific Plan.
<b>ME 8.23 On-Street Parking.</b> Design and manage on-street parking, where appropriate, to reduce traffic congestion, meet parking needs and improve pedestrian and equestrian safety.	<b>Consistent:</b> Parking would be provided with at-grade surface parking lots for the industrial park, business park, and retail areas. There will be no on-street parking designated for use of the proposed project.
<b>ME 8.39 Impact Mitigation.</b> Control dust and mitigate other environmental impacts during all stages of roadway maintenance, repair or construction.	<b>Consistent:</b> Impacts related to dust and environmental impacts related to roadway maintenance, repair, and construction are detailed in Section 5.15 <i>Transportation and Traffic</i> and Section 5.2 <i>Air Quality</i> . These two sections detail mitigation measures needed for adverse impacts to be at less-than-significant levels.
<b>ME 8.40 Noise Mitigation.</b> Protect residents from transportation generated noise hazards through the use of increased setbacks, landscaped berms, walls or other sound absorbing barriers, or a combination of these measures along freeways, expressways, and four-lane highways to protect adjacent noise-sensitive land uses from traffic- and rail-generated noise impacts.	<b>Consistent:</b> Impacts related to noise from transportation are detailed in Section 5.11, <i>Noise</i> . This section details mitigation measures needed for adverse impacts to be at less-than-significant levels.  The Jurupa Valley General Plan's Noise Element identifies the main roads in the vicinity of the site, Rubidoux Boulevard and Agua Mansa Road, with future noise contours at buildout consistent with the planned commercial and industrial land uses. The Agua Mansa Specific Plan Development Plan consists of a Land Use Plan and Circulation Plan implementing General Plan Goals and Policies.
<b>ME 8.41 Habitat Conservation Planning.</b> Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan into transportation plans and development proposals.  <b>ME 8.42 Habitat Protection.</b> Avoid disturbance of plant and animal communities, wildlife corridors and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.	<b>Consistent.</b> Project consistency with the MSHCP is outlined in Chapter 5.3 <i>Biological Resources</i> of this DEIR.
<b>ME 8.44 Air Quality.</b> Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.	<b>Consistent.</b> Impacts related to air quality are detailed in Section 5.2, <i>Air Quality</i> . This section details mitigation measures needed to comply with local and regional air quality plans.
<b>ME 8.45 Non-Motorized Transportation.</b> Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.	<b>Consistent.</b> Transit routes can provide an alternative mode of transportation for motorists. The provision of a concentrated employment center is an opportunity to partner with Riverside Transit Agency (RTA) to explore the feasibility of expanding public transportation options for workers and visitors of the Specific Plan area.
<b>ME 8.46. Runoff Control.</b> Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.	<b>Consistent.</b> Impacts related to runoff from roadway construction is detailed in Section 5.8, <i>Hydrology and Water Quality</i> . This section details mitigation measures needed for adverse impacts to be at less-than-significant levels.
<b>Conservation and Open Space Element</b>	
<b>COS 1 – Biological resources</b>	
<b>COS 1.1 Habitat Conservation.</b> Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats:	<b>Consistent.</b> Least Bell's vireo was observed onsite during focused surveys in 2017, and onsite vegetation communities represent suitable nesting habitat for common, as well as special-status resident and migratory bird/raptor species. Section 5.3, <i>Biological Resources</i> , details mitigation measures that shall be implemented on site to conserve populations of least Bell's vireo.



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<p>1. Conserve alluvial fan sage scrub associated with the Santa Ana River to support key populations of Santa Ana River woollystar (<i>Eriastrum densifolium sanctorum</i>).</p> <p>2. Conserve clay soils to support key populations of many-stemmed liveforever plants (<i>Dudleya multicaulis</i>) known to occur along the Jurupa Valley portion of the Santa Ana River.</p> <p>3. Conserve known populations of least Bell's vireo (<i>Vireo bellii pusillus</i>) and southwestern willow flycatcher (<i>Empidonax traillii extimus</i>) along the Santa Ana River.</p> <p>4. Conserve large intact habitat areas consisting of coastal sage scrub, chaparral, and grasslands to support known locations of coastal California gnatcatcher (<i>Poliopitila californica</i>).</p> <p>5. Conserve grassland and coastal sage scrub supporting known populations of San Bernardino kangaroo rat (<i>Dipodomys merriami parvus</i>) in the Jurupa Mountains.</p> <p>6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.</p> <p>7. Conserve riparian areas, including river basin, creeks, streams, vernal springs, seeps and other natural water features.</p>	
<p><b>COS 1.2 Protection of Significant Trees.</b> Protect and preserve significant trees, as determined by the City Council upon the recommendation of the Planning Commission. 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.</p> <p><b>COS 1.3 Other Significant Vegetation.</b> Maintain and conserve superior examples of vegetation, including: agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.</p>	<p><b>Consistent:</b> A tree survey of portions of the site identified native trees. Section 5.3, <i>Biological Resources</i>, details a tree replacement mitigation measure to assure the protection of native trees. This mitigation measure also applies to mature native and nonnative trees and street trees.</p>
<p><b>COS 1.4 Soil Conservation and Landform Modification.</b> Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance, and conserve and reuse on-site soils.</p>	<p><b>Consistent:</b> Per the Specific Plan, a grading plan would be prepared for City review and approval. Typical grading activities would consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways, and internal vehicular routes. Grading plans for each phase shall be reviewed and approved by the City of Jurupa Valley prior to the issuance of grading permits. All grading plans and activities shall conform to the City's grading ordinance and dust and erosion control requirements. The required landscaping plan shall also include strategies to minimize soil erosion.</p>
<b>COS 2 – Wildlife habitats</b>	
<p><b>COS 2.1 MSHCP Implementation.</b> Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.</p>	<p><b>Consistent.</b> Project consistency with the MSHCP is outlined in Section 5.3, <i>Biological Resources</i>, of this DEIR.</p>
<p><b>COS 2.3 Biological Reports.</b> Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.</p>	<p><b>Consistent:</b> See response to Policies COS 1.1, 1.2, 2.1 and 2.2 above.</p>

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<b>COS 2 – Water resources</b>	
<p><b>COS 3.3 Water Quality.</b> Employ the best available practices for pollution avoidance and control and encourage others to do the same. “Best available practices” means actions and equipment that result in the highest water quality, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies.</p>	<p><b>Consistent:</b> A hydrology and water quality report was prepared for the proposed project and is included as Appendix H of this DEIR. As summarized in Section 5.8, <i>Hydrology and Water Quality</i>, future development of the project would require compliance with the Construction General Permit Water Quality Order 2009-0009-DWQ (as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ), which requires the preparation and implementation of a stormwater pollution prevention plan (SWPPP). A SWPPP estimates sediment risk from construction activities to receiving waters, and specifies best management practices (BMPs) that would be implemented by the project to minimize pollution of stormwater. Overall, the proposed Specific Plan would include temporary SWPPP controls to address and mitigate water quality during construction and permanent low impact development BMP measures to address and mitigate water quality post-development.</p>
<p><b>COS 3.4 Water Conservation Systems.</b> Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms.</p> <p><b>COS 3.5 Site Water Collection and Retention.</b> Consider requiring design practices such as permeable parking bays and porous parking lots with bermed, landscaped storage areas for rainwater detention as a condition of development approval,</p> <p><b>COS 3.6 Landscaping with California Native Plants.</b> Encourage the use of California native plants for drought-resistant landscape planting.</p>	<p><b>Consistent:</b> See response to Policy LUE 11.4 above.</p>
<p><b>COS 3.8 Wastewater Treatment.</b> Encourage the use of innovative and creative techniques for wastewater treatment.</p>	<p><b>Consistent:</b> The former Riverside Cement Plant facility utilized septic tanks. Development of the proposed project would include an annexation into the Rubidoux Community Services District’s (RCSD) wastewater service area. The Specific Plan area would connect to existing RCSD sewer infrastructure along Rubidoux Boulevard and Brown Avenue.</p>
<p><b>COS 3.9 Pollution Discharge.</b> Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.</p> <p><b>COS 3.12 Drainage Systems in Development Projects.</b> Require that developers and designers incorporate natural drainage systems into development projects where appropriate and feasible.</p> <p><b>COS 3.13 Storm Water Retention.</b> Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.</p>	<p><b>Consistent:</b> See response to Policy COS 3.3 above.</p> <p>The proposed project would include an onsite storm water collection, detention, and potentially retention/re-use system consisting of a series of drainage inlet structures, piped conveyance systems and water quality treatment systems. The onsite detention basins would be designed to ensure that post-development flows do not exceed the capacity of the existing Riverside County Flood Control and Water Conservation District storm drainage infrastructure systems.</p>
<b>COS 4 – Agricultural resources</b>	
<p><b>COS 4.2 Agricultural Land Conversion.</b> Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.</p>	<p><b>Consistent:</b> As detailed in Chapter 8, <i>Impacts Determined Not to Be Significant</i>, the City of Jurupa Valley determined that one environmental impact category was not significantly affected by or did not affect the</p>

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	proposed project. Agriculture and Forestry Resources is not discussed in detail in this DEIR.
<b>COS 5 – Renewable energy resources</b>	
<p><b>COS 5.5 Energy Efficiency and Green Building.</b> Encourage energy-efficient “green buildings” as addressed by the U.S. Green Building Council’s LEED® (Leadership in Energy and Environmental Design) Program or through other similar programs.</p> <p><b>COS 5.6 Energy Efficiency Incentives.</b> Support standards, incentives and innovative technologies that encourage and allow developers, designers, and property owners to design, build, and operate buildings to achieve energy savings that exceed Title 24 requirements of the California Building Code.</p>	<b>Consistent:</b> See response to Policy LUE 11.4 above.
<b>COS 6 – Non-renewable resources</b>	
<p><b>COS 6.2 Compliance with SMARA.</b> Require that the operation and reclamation of surface mines be consistent with the California Department of Conservation’s Surface Mining and Reclamation Act (SMARA) and with the Municipal Code.</p> <p><b>COS 6.5 Buffers.</b> Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.</p>	<b>Consistent:</b> The former Riverside Cement Plant facility and quarry closed in 2014. Therefore, no existing cement production or mining operations occur. The proposed project would not conflict with any SMARA regulations and would not need to be buffered from existing mining operations.
<b>COS 7 – Cultural and paleontological resources</b>	
<p><b>COS 7.1 Preservation of Significant Cultural Resources.</b> Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.</p> <p><b>COS 7.3 Development Review.</b> Evaluate project sites for archaeological sensitivity and for a project’s potential to uncover or disturb cultural resources as part of development review.</p> <p><b>COS 7.4 Site Confidentiality.</b> Protect the confidentiality and prevent inappropriate public exposure or release of information on locations or contents of paleontological and archaeological resource sites.</p>	<b>Consistent:</b> A cultural resources assessment was prepared for the proposed project and is included as Appendix E of this DEIR. A summary of the findings is provided in Sections 5.4, <i>Cultural Resources</i> , 5.5, <i>Geology and Soils</i> , and 5.16, <i>Tribal Cultural Resources</i> . Cultural resources onsite and within a ½-mile-radius of the project site were identified and evaluated for significance. The locations of significant resources are kept confidential.
<p><b>COS 7.5 Native American Consultation.</b> Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with state law.</p>	<b>Consistent:</b> Per Senate Bill 18 and Assembly Bill 52 requirements, the City consulted with applicable Native American tribal representatives. A summary of the consultation efforts is included in Section 5.16, <i>Tribal Cultural Resources</i> .
<p><b>COS 7.6 Non-Development Activities.</b> Prohibit activities that could disturb or destroy cultural resource sites, such as off-road vehicle use, site excavation or fill, mining, or other activities on or adjacent to known sites, or the unauthorized collection of artifacts.</p> <p><b>COS 7.7 Qualified archaeologist present.</b> Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the</p>	<b>Consistent:</b> As concluded in Sections 5.4, <i>Cultural Resources</i> , and 5.16, <i>Tribal Cultural Resources</i> , mitigation measures are provided to ensure grading activities associated with the proposed development would not adversely impact known and unknown cultural and tribal cultural resources onsite. The mitigation measures require a qualified archaeologist onsite to evaluate any potentially significant cultural resources that may be uncovered during grading and construction activities and development of a mitigation plan.

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<p>significance of the resource and recommend alternative mitigation measures.</p> <p><b>COS 7.8 Native American Monitoring.</b> Include Native American participation in the City’s guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.</p> <p><b>COS 7.9 Archaeological Resources Mitigation.</b> Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.</p>	<p>Additionally, the tribal cultural resources mitigation measures would require the project applicant to coordinate with applicable Native American tribes to develop a tribal monitoring agreement. Development of a treatment plan should significant tribal cultural resources be found onsite is also required.</p>
<p><b>COS 7.10 Historically significant buildings.</b> Prohibit the demolition or substantial alteration of historically significant buildings and structures unless the City Council determines that demolition is necessary to remove an imminent threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are physically infeasible. Additional unlisted historic resources may also be present and must be evaluated and protected, pursuant to CEQA requirements.</p>	<p><b>Consistent:</b> As described in Chapter 5.4 Cultural Resources, impacts to historically significant buildings are considered potentially significant and require mitigation. One of the three preservation alternatives will be implemented to mitigate this impact.</p>
<p><b>COS 8 – Open space and recreation resources</b></p>	
<p><b>COS 8.1 Environmental Resource Protection.</b> Preserve and maintain open space that protects environmental resources and protects public health and safety.</p>	<p><b>Consistent:</b> Approximately 71 acres in the southern portion of the project site would be remediated and redeveloped into an open space area. The remediation of the site due to its previous use as a quarry for mining operations would protect public health and safety from hazardous materials that have collected onsite and would also redevelop it into a safe and preserved open space area for public use.</p>
<p><b>COS 8.5 Parkland Implementation Strategies.</b> Require new development to provide funding and/or long-term implementation strategies for the acquisition and improvement of active and passive parks, open space, and recreational sites, when appropriate.</p>	<p>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.</p>
<p><b>COS 9 – Scenic resources</b></p>	
<p><b>COS 9.1</b> Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development, and maintain those resources in their current patterns of use.</p> <p><b>COS 9.3 Urban development.</b> Implement the following aesthetic principles and encourage other agencies with jurisdiction to do so: 1. Design Context. Urban development should be designed to reflect its architectural, environmental, and historical context. This does not necessarily prescribe a specific style, but requires</p>	<p><b>Consistent:</b> As analyzed in Section 5.1, <i>Aesthetics</i>, the proposed project would be developed in compliance with the development standards and design guidelines detailed in the Specific Plan. These include allowable land uses, maximum lot coverage, minimum lot sizes, maximum building heights, landscaping setbacks, and building setbacks. Also included are off-street parking and loading standards, landscaping requirements, bicycle parking requirements, outdoor storage standards, lighting requirements, walls/fences/screening requirements, sign standards, and recreation area standards. The proposed design guidelines are intended to create high-quality development in the Agua Mansa Commerce Park that complements and integrates into the community and adds value to</p>

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<p>deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. Plans for sub-areas of the city and within the three village centers may require certain distinctive architectural styles.</p> <p>2. Utilities and Signs. In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equipment, and traffic equipment and signs should be designed, finished with a matte, earth-toned color, and placed so as to not impinge upon or degrade scenic views, consistent with the primary objective of safety. New billboard and electronic signs within scenic corridors shall be prohibited, and existing billboard signs should be removed when possible.</p> <p>3. Streetscapes and Major Roadways. In the acquisition, design, construction, or significant modification of major roadways (highways/ regional routes and arterial streets), the City will promote the creation of “streetscapes” and linear scenic parkways or corridors that promote the City’s visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:</p> <ul style="list-style-type: none"> <li>• Establish streetscape design standards for major roadways.</li> <li>• Encourage the creation and maintenance of planted medians and widened parkway landscaping.</li> <li>• Retain mature trees in the public right of way.</li> <li>• Emphasize the planting and maintenance of California native tree species of sufficient height, spread, form, and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics.</li> <li>• Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance streetscape appearance, comfort, and safety.</li> <li>• Encourage and, where possible, require under-grounding of overhead utility lines and structures.</li> </ul> <p><b>COS 9.4 View Protection in New Development.</b> The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.</p>	<p>the City; create a functional and sustainable place that ensures the Agua Mansa Commerce Park is competitive regionally and is appropriate for the Jurupa Valley community; establish criteria for building design and materials, landscape design, and site design that provides guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction; and incorporate construction and landscape standards and design guidelines that promote energy and water conservation strategies.</p> <p>There are no City-designated scenic corridors near the project site; thus, development of the proposed project would not impact any scenic corridors. However, as concluded in Section 5.1, <i>Aesthetics</i>, development of the project also would not impact other scenic resources in the area, including scenic vistas, hillsides, and skylines.</p>
<p><b>COS 10 – Dark skies</b></p> <p><b>COS 10.1 Outdoor Lighting.</b> Require outdoor lighting to be shielded and prohibit outdoor lighting that:</p> <ol style="list-style-type: none"> <li>1. Operates at unnecessary locations, levels, and times</li> <li>2. Spills onto areas off-site or to areas not needing or wanting illumination</li> <li>3. Produces glare (intense line-of-site contrast)</li> <li>4. Includes lighting frequencies (colors) that interfere with astronomical viewing</li> </ol>	<p><b>Consistent:</b> Lighting requirements are detailed in Section 3.7 of the Specific Plan. Specifically, outdoor lighting shall be provided for all parking areas, truck courts, vehicular and pedestrian circulation, building exteriors, service areas, courtyards, arcades, and seating areas. All pedestrian walkways, building entries, and pathways shall be illuminated to provide pedestrian orientation and clearly identify a safe and secure route between parking areas and points of entry to the building. Service area and security lighting shall be directed to those areas within the limits of the service area.</p>

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<p><b>COS 10.3 Public Facilities, Buildings, and Streets.</b> Use outdoor light-shielding measures for new and existing lighting fixtures, including signs, to minimize light trespass and glare while enhancing safety and aesthetics.</p> <p><b>COS 10.4 Commercial and Industrial Buildings.</b> Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.</p>	<p>All exterior lighting fixtures shall be directed downward to illuminate pedestrian pathways and parking areas and avoid unnecessary glare and light pollution. However, up-lighting effects to promote nighttime identity and character are allowed provided such exterior lighting features utilize indirect or hidden lighting sources for wall washing, featuring of architectural elements, landscaping, entries, and pedestrian areas. Pole-mounted, building-mounted, or tree-mounted lighting fixtures shall be no more than 30 feet in height to minimize direct glare beyond the parking lot or service area. Future projects shall ensure zero light spill off site.</p> <p>The proposed design guidelines also encourage exterior building lighting that enhances the Specific Plan design theme to provide consistency through clean, contemporary designs. Pedestrian walkways and building entries should be illuminated for safety with subdued, warm-white tones. Lighting should also be used to create visual interest and special effects in coordination with the character and function of the area.</p>
<b>Air Quality Element</b>	
<b>AQ 2 – Sensitive receptors</b>	
<p><b>AQ 2.1 Site Plan Designs.</b> Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible.</p> <p><b>AQ 2.2 Pollution Control Measures.</b> Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution</p>	<p><b>Consistent:</b> The Specific Plan requires setbacks from the perimeter roadways to protect sensitive receptors from air quality and noise impacts, and requires landscaping focused along public roadways to promote water conservation and water retention, improve air quality, and provide a buffer to adjacent areas. Landscaping trees are also encouraged to be grouped together to minimize the visual impact to surrounding uses, minimize noise propagation, and improve air quality.</p>
<b>AQ 3 – Stationary source pollutions</b>	
<p><b>AQ 3.1 Efficient Building Materials/Equipment.</b> Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.</p> <p><b>AQ 3.2 Centrally Heated Facilities.</b> Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.</p> <p><b>AQ 3.3 Stationary Pollution Reduction.</b> Require stationary pollution sources to prevent the release of toxic pollutants through the following:</p> <ol style="list-style-type: none"> <li>1. Design features;</li> <li>2. Operating procedures;</li> <li>3. Preventive maintenance;</li> <li>4. Operator training; and</li> <li>5. Emergency response planning</li> </ol> <p><b>AQ 3.4 Emissions Mitigation.</b> Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.</p>	<p><b>Consistent:</b> The Specific Plan states the following under the sustainable construction and technology concepts:</p> <ul style="list-style-type: none"> <li>• All new construction, building additions, and alterations must conform with the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.</li> <li>• Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and the environmental impacts associated with energy production and consumption.</li> <li>• Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy efficient light fixtures (e.g., florescent and LED lightings), and paint colors.</li> <li>• Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.</li> <li>• Recycled and environmentally friendly building material should be used to the maximum extent possible.</li> </ul> <p>As analyzed in Section 5.2, <i>Air Quality</i>, construction and operations of the proposed project would generate air quality pollutants, but mitigation is provided to ensure these emissions are minimized to the extent possible</p>

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	in an effort to reduce emissions below the local and regional significance thresholds set by SCAQMD.
<p><b>AQ 3.5 Fugitive Dust Reduction Measures.</b> Apply, as appropriate, measures contained in the County’s Fugitive Dust Reduction to the entire City.</p> <p><b>AQ 3.6 Grading in High Winds.</b> Suspend all grading when wind speeds exceed 25 miles per hour.</p>	<p><b>Consistent:</b> Development associated with the Specific Plan would be required to comply with SCAQMD’s Rule 403 related to minimizing fugitive dusts. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust, and requires best available control measures to be applied to earth moving and grading activities.</p>
<b>AQ 4 – Particulate matter</b>	
<p><b>AQ 4.2 Particulate Matter.</b> Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights of way, and off-road vehicles to the maximum extent possible.</p>	<p><b>Consistent:</b> As analyzed in Section 5.2, <i>Air Quality</i>, air quality reduction measures during construction and demolition would be implemented on site. Particulate matter emissions generated during construction and demolition would not exceed the SCAQMD regional threshold.</p>
<p><b>AQ 4.3 Electric Service Units.</b> Require the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power.</p>	<p><b>Consistent:</b> The Specific Plan includes sustainable technology concepts and development standards related to energy conservation.</p>
<p><b>AQ 4.4 Natural Gas/Electric Vehicles.</b> Support efforts to encourage the use of natural gas and electric vehicles in distribution centers.</p>	
<b>AQ 5 – Energy efficiency and conservation</b>	
<p><b>AQ 5.1 Reduce Solid Waste.</b> Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.</p>	<p><b>Consistent:</b> During the construction phase, the project applicant is proposing to reuse as much of the demolition debris as feasible, recycle what can be recycled, and dispose of the remaining debris. During the operational phase, all businesses associated with the proposed project would be required to comply with Assembly Bill 341 and 1826, which would help divert commercial solid waste and organic waste from landfills.</p>
<p><b>AQ 5.2 Energy Conservation.</b> Encourage advanced energy conservation techniques and the incorporation of energy-efficient design elements for private and public developments, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling, and offer incentives, as appropriate.</p>	<p><b>Consistent:</b> See response to Policy LUE 11.4 above.</p>
<b>AQ 6 – Jobs and housing</b>	
<p><b>AQ 6.7 Job Creation.</b> Emphasize job creation and reductions in vehicle miles traveled to improve air quality over other less efficient methods.</p>	<p><b>Consistent:</b> Buildout of the proposed project would introduce up to 964 jobs in the project area and help reduce vehicle miles traveled by providing jobs and retail services near residential areas. The Agua Mansa Commerce Park would have a mix of industrial, business park, retail, and open space uses, creating an employment and community center in the northeastern portion of Jurupa Valley.</p>
<p><b>AQ 6.9 Mixed-Use Land Use.</b> Support new mixed-use land use patterns with employment centers and community centers, which encourage community self-sufficiency and containment, promote efficient modes of travel, and help reduce automobile dependency.</p>	
<p><b>AQ 6.11 Non-Polluting Transportation.</b> Encourage and promote the use of non-polluting alternative modes of transportation such as natural gas and electric vehicles and bicycles.</p>	<p><b>Consistent:</b> The Specific Plan requires the industrial and business park areas to provide bicycle parking amenities and encourages providing electric vehicle charging stations.</p>

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<b>AQ 9 – Climate change</b>	
<b>AQ 9.5 GHG Thresholds.</b> Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	<b>Consistent:</b> See Section 5.6, <i>Greenhouse Gas Emissions</i> , of this DEIR. The GHG analysis methodology utilizes the SCAQMD's thresholds.
<b>Noise Element</b>	
<b>NE 1 – Land use compatibility</b>	
<p><b>NE 1.1 Land Use/Noise Compatibility.</b> Utilize the Land Use/Noise Compatibility Matrix, Figure 7-3, to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, village plans, and rezonings, with existing land uses and/or noise exposure due to transportation sources.</p> <p><b>NE 1.2 New Development and Stationary Noise Sources.</b> New development of noise-sensitive land uses near existing stationary noise sources may be permitted only where their location or design allows the development to meet the standards listed in Figure 7-3.</p> <p><b>NE 1.3 New or Modified Stationary Noise Sources.</b> Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017.</p>	<b>Consistent:</b> The noise study for the project included in Appendix I utilizes the Land Use/Noise Compatibility Matrix to determine the compatibility of the proposed development with existing land uses and/or noise exposure due to transportation sources.
<p><b>NE 1.5 Noise-Sensitive Uses.</b> Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.</p> <p><b>NE 1.6 Protection of Noise-Sensitive Uses.</b> Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then measures such as building techniques, setbacks, landscaping, and noise walls should be considered.</p>	<b>Consistent:</b> The noise study for the project included in Appendix I proposes mitigation measures to reduce the potentially significant project specific traffic noise impact to noise-sensitive uses. Namely, the existing residential homes adjacent to El Rivino Road east of Cactus Avenue (between Cactus Avenue and Hall Avenue). Mitigation measures include rubberized asphalt hot mix pavement and off-site noise barriers. It should be noted that off-site traffic noise impacts are significant and unavoidable even with the implementation of mitigation measures.
<p><b>NE 1.9 Acoustic Site Planning and Design.</b> Incorporate acoustic site planning into the design and placement of new development, particularly large scale, mixed-use, or master planned development, including building orientation, berming, special noise-resistant walls, window and door assemblies, and other appropriate measures.</p>	<b>Consistent:</b> The Specific Plan shall group trees to minimize noise impact to surrounding neighborhoods, and shall provide evergreens and berms to create a buffer for the truck entrances and truck courts. Furthermore, setbacks, and orienting truck courts away from immediate residents mitigates noise impacts. The nearest residential community to the west is over 1,000 feet (0.2 miles) from the western edge of the Specific Plan. To the north across El Rivino Road in unincorporated San Bernardino County residences are over 360 feet away from the truck entrances and truck courts which are buffered by significant setbacks with berms landscaped with trees and other vegetation.
<b>NE 2 – Mobile noise sources</b>	
<b>NE 2.2 Commercial Truck Deliveries.</b> Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there	<b>Consistent:</b> Project (including truck delivery noise) plus ambient noise levels are shown to remain below 65 dBA Leq, and the project daytime operational (stationary-source) noise level increase of up to 0.3 dBA Leq



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is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.	and nighttime operational (stationary-source) noise level increase of up to 0.3 dBA Leq are below the 3 dBA Leq threshold , therefore resulting in a less than significant impact.
<b>NE 2.6 Noise Contours.</b> Check all proposed development projects for possible location within roadway, railroad, and airport noise contours.	<b>Consistent:</b> The Jurupa Valley General Plan’s Noise Element identifies the main roads in the vicinity of the site, Rubidoux Boulevard and Agua Mansa Road, with future noise contours at buildout consistent with the planned commercial and industrial land uses.
<b>NE 3 – Stationary noise sources</b>	
<b>NE 3.1 Noise Analysis.</b> Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.	<b>Consistent:</b> A noise analysis was prepared by Urban Crossroads and is included as Appendix I in this DEIR. As summarized in Section 5.11, <i>Noise</i> , upon implementation of mitigation measures, project-related noise impacts would be less than significant.
<b>NE 3.2 Truck Loading, Shipping, and Parking.</b> Require that the loading, shipping or parking facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.	<b>Consistent:</b> See response to Policies LUE 3.13 and 11.14 above.
<b>NE 3.3 Noise Buffers.</b> Require major stationary noise-generating sources to install noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest level practical as a condition of the approval or renewal of project entitlements.	<b>Consistent:</b> Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project and impacts in these regards will be less than significant.
<b>NE 3.6 Commercial Truck Idling.</b> Restrict truck idling near noise sensitive receptors.	The project will require building operators to ensure (by contract specifications) that equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than five minutes. Truck idling shall not exceed five minutes. All facilities will post signs requiring that trucks shall not be left idling for more than five minutes pursuant to Title 13 of the California Code of Regulations, Section 2485. Nighttime (after 10:00 PM) truck idling would not be permitted.
<b>NE 4 – Ground-borne vibration</b>	
<b>NE 4.2 Vibration Producing Land Uses.</b> Avoid the placement of vibration-producing land uses adjacent to or within one-quarter mile of sensitive receptors.	The noise study for the project indicates that impacts to sensitive receptors due to construction and operational vibration are less than significant.
<b>NE 4.3 Truck Idling.</b> Restrict truck idling near sensitive vibration receptors.	
<b>Community Safety, Services, and Facilities Element</b>	
<b>CSSF 1 – Community safety</b>	
<b>CSSF 1.1 Fault Rupture Hazards.</b> When reviewing new development, minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following requirements: 1. Require geologic studies or analyses for new, critical structures, such as schools, medical facilities, senior or disabled housing, or other high-risk occupancies located within 0.5 mile of all active or potentially active faults.	<b>Consistent:</b> A geotechnical report was prepared for the proposed project and is included as Appendix F of this DEIR. As summarized in Section 5.5, <i>Geology and Soils</i> , the closest known fault to the project site is the Rialto-Colton Fault, located approximately four miles northeast. The closest active fault is the San Jacinto Fault located approximately five miles northeast of the site. Since the project site is outside of a designated Earthquake Fault Studies Zones, a geologic trenching study is not required.

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<p>2. Require geologic trenching studies for new developments within all designated Earthquake Fault Studies Zones, unless adequate evidence is presented and accepted by the City Engineer or a Building Official. The City may also require geologic trenching for new development located outside designated fault zones for especially critical or vulnerable structures or lifelines.</p> <p>3. Require that critical infrastructure, including roads, bridges, and utilities be designed to resist, without failure, their crossing of a fault, if fault rupture occurs.</p> <p>4. Encourage and support efforts by the geologic research community to better define the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, state and local governments, private organizations, utility agencies, or universities.</p> <p><b>CSSF 1.2 Geologic Investigations.</b> Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlement.</p> <p><b>CSSF 1.4 Structural Damage.</b> Utilize the latest approaches to minimize damage to structures located in areas determined to have a high liquefaction potential during seismic events.</p>	<p>However, the geotechnical report does provide recommendations that minimize geologic hazard impacts during project construction and operations. All development would also be required to comply with current California Building Code regulations.</p>
<p><b>CSSF 1.5 Hillside Development.</b> Encourage and, where possible require, mitigation of potential erosion, landslide, and settlement hazards for existing public and private development located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City Engineer, CAL FIRE, or County Sheriff's Department.</p>	<p><b>Consistent:</b> See response to Policy LUE 9.1 above.</p>
<p><b>CSSF 1.6 Flood Risk.</b> In reviewing new construction and substantial improvements within the 100-year flood-plain, the City shall disapprove projects that cannot minimize the flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA. The City shall:</p> <ol style="list-style-type: none"> <li>1. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan that provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood; and</li> <li>2. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan, which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.</li> </ol>	<p><b>Consistent:</b> The project site is not located within a 100-year flood plain. Therefore, development associated with the Specific Plan would not adversely impact existing floodways. Additionally, no structures for human housing or employment would be constructed within a flood plain.</p>

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<p><b>CSSF 1.7 Floodway Alteration.</b> Require that any alterations of the floodway utilize naturalized edge treatments as outlined in the Conservation and Open Space Element (Policies 3.16 and 3.17).</p> <p><b>CSSF 1.9 Permanent Structures.</b> Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other similar, non-habitation uses are allowable if flood control and groundwater recharge functions are maintained.</p>	
<p><b>CSSF 1.15 Regional Storm Drain System.</b> All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.</p>	<p><b>Consistent:</b> See response to Policy COS 3.3 above.</p> <p>Development projects associated with the Specific Plan would be required to comply with the NPDES program, which requires preparing a SWPPP and implementing applicable BMPs that reduce stormwater runoff and impacts to local and regional storm drain systems.</p>
<p><b>CSSF 1.23 Fire Prevention.</b> Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:</p> <ol style="list-style-type: none"> <li>1. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.</li> <li>2. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or “lifeline” facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not:             <ol style="list-style-type: none"> <li>a. impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor</li> <li>b. hinder evacuation from fire, including potential blockage of stairways or fire doors.</li> </ol> </li> <li>3. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official.</li> </ol> <p><b>CSSF 1.24 Adjacent Natural Vegetation.</b> Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.</p> <p><b>CSSF 1.25 Wildfire Hazards.</b> Encourage and, as resources allow, support CAL FIRE and other agency efforts to reduce wildfire hazards and improve fire-fighting capacity to successfully respond to multiple fires.</p>	<p><b>Consistent:</b> The project site is not located in a CAL FIRE-designated very high fire hazard severity zone. However, all buildings developed in accordance with the Specific Plan would comply with all California Fire Code and Uniform Building and Fire Codes regulations. Additionally, drought-tolerant and native planting is encouraged in the Specific Plan’s development standards and design guidelines.</p>
<p><b>CSSF 1.26 Gas Shutoff.</b> Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage their installation in all residences.</p>	<p><b>Consistent:</b> Automatic natural gas shutoff earthquake sensors would be installed in all the proposed industrial and commercial buildings as required by the City. Compliance with this standard condition would be confirmed prior to issuance of occupancy permits.</p>

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<p><b>CSSF 1.31 Federal/State Laws.</b> Comply with federal and state laws regarding the management of hazardous waste and materials.</p> <p><b>CSSF 1.32 Hazardous Waste Storage/Disposal.</b> Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.</p>	<p><b>Consistent:</b> A Phase I and II environmental site assessment were prepared for the project and are included as appendices to the Remedial Investigation Report (see Appendix G of this DEIR). Development associated with the proposed project would be required to comply with all federal, state and local regulations related to the handling of hazards and hazardous materials. Section 5.7, Hazards and Hazardous Materials, provides a comprehensive analysis of existing and proposed uses of hazardous materials onsite.</p>
<p><b>CSSF 1.37 Hazardous Waste Handling.</b> Require businesses, utilities, and industrial facilities that handle hazardous materials to:</p> <ol style="list-style-type: none"> <li>1. install automatic fire and hazardous materials detection, reporting, and shut-off devices; and</li> <li>2. install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.</li> </ol>	<p><b>Consistent:</b> Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or “reporting quantity”—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to its Certified Unified Program Agency, which is the County of Riverside Department of Environmental Health. The preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.</p>
<p><b>CSSF 2 – Provide a high level of community services and facilities to serve the existing and future needs of Jurupa Valley</b></p>	
<p><b>CSSF 2.7 Community Safety.</b> Coordinate with the Riverside County Sheriff’s Department on an ongoing basis to ensure the continued safety of the City.</p> <p><b>CSSF 2.12 CPTED.</b> Incorporate CPTED principles in the design of new development to encourage natural surveillance and reduce crime.</p>	<p><b>Consistent:</b> See response to Policies LUE 6.4 and 11.18 above.</p>
<p><b>CSSF 2.13 Fire Safety Techniques.</b> Incorporate fire-safety techniques in new development.</p> <p><b>CSSF 2.14 Fire Department Review.</b> Involve the Fire Department in the review of development applications in fire prone areas.</p> <p><b>CSSF 2.16 Adequate Facilities.</b> Work with the Fire Department to ensure the provision of adequate fire stations, personnel, and equipment to meet the City’s needs over time.</p>	<p><b>Consistent:</b> See response to Policy LUE 6.4 above.</p> <p>The project site is not designated in a fire prone area by CAL FIRE or the Riverside County Fire Department.</p>
<p><b>CSSF 2.44 Drought-Tolerant Landscaping.</b> Require the use of drought-tolerant landscaping in all new development.</p>	<p><b>Consistent:</b> See response to Policy LUE 11.4 above.</p>
<p><b>CSSF 2.45 Reclaimed Water.</b> Encourage the development and use of reclaimed water for landscape irrigation and other uses.</p> <p><b>CSSF 2.49 Water Conservation Ordinance.</b> Implement and enforce the City’s Landscape Water Conservation Ordinance.</p>	<p><b>Consistent:</b> The Rubidoux Community Services District does not have recycled water; however, water conservation landscaping strategies would be implemented onsite. Landscaping plans would be required to comply with the City’s Landscape Water Conservation ordinance and would be confirmed during the plan check review process.</p>

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Applicable Policies	Project Consistency Analysis
<p><b>CSSF 2.51 Adequate Wastewater Conveyance.</b> Work with the Jurupa Community Services District and the Rubidoux Community Services District to ensure sufficient wastewater conveyance and pumping capacity to meet the existing and future needs of the City.</p> <p><b>CSSF 2.52 Septic Systems.</b> Work with the Jurupa Community Services District to convert areas of the City relying on septic systems to municipal wastewater service.</p> <p><b>CSSF 2.54 Wastewater Treatment Capacity.</b> Encourage efforts of the City of Riverside and the Western Riverside County Regional Wastewater Authority (WRCRWA) to provide adequate wastewater treatment capacity to serve the existing and future needs of the City.</p> <p><b>CSSF 2.55 Fair-Share Costs.</b> Require new development to contribute fair-share costs for the provision of wastewater infrastructure and treatment.</p>	<p><b>Consistent:</b> See response to Policy LUE 12.1 above.</p> <p>As analyzed in Section 5.17, <i>Utilities and Service Systems</i>, the Rubidoux Community Services District’s wastewater systems and the City of Riverside’s Regional Water Quality Control Plant (WQCP) would be able to adequately serve the wastewater generated by development of the proposed project.</p> <p>The former Riverside Cement Plant facility currently runs on a septic system. Therefore, the proposed Specific Plan would convert the site’s septic system to a municipal wastewater system.</p>
<p><b>CSSF 2.58 New Development.</b> Require new development to implement on-site measures to clean and contain storm water runoff.</p>	<p><b>Consistent:</b> See response to Policy COS 3.3 above.</p> <p>Development projects associated with the Specific Plan would be required to comply with the NPDES program, which requires preparing a SWPPP and implementing applicable BMPs that reduce stormwater runoff and impacts to local and regional storm drain systems.</p>
<p><b>CSSF 2.61 Waste Reduction.</b> Encourage the diversion of waste from landfills through reduction, reuse, and recycling efforts.</p> <p><b>CSSF 2.62 Waste Management.</b> Encourage new development to employ construction waste management techniques to divert construction materials and debris away from landfills.</p> <p><b>CSSF 2.67 Waste Diversion.</b> Achieve at least the minimum construction and demolition waste diversion requirement of 75%.</p>	<p><b>Consistent:</b> See response to Policies LUE 12.1 and AQ 5.1 above.</p>
<b>Environmental Justice Element</b>	
<b>EJ 1 – Meaningful public input and capacity building</b>	
<p><b>EJ 1.1 Public Participation.</b> Ensure that affected residents have the opportunity to participate in decisions that affect their health.</p> <p><b>EJ 1.2 Facilitate Community Involvement.</b> Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.</p> <p><b>EJ 1.4 Public Meetings.</b> Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.</p> <p><b>EJ 1.5 Communication Techniques.</b> Utilize a variety of communication techniques and social media tools to convey information to the public.</p>	<p><b>Consistent:</b> Public participation, public meetings, and translation services are part of the City’s procedures for this project. All public review documents are available at the City of Jurupa Valley Planning Department, on the City’s website, and at the Louis Rubidoux Library. The City will conduct community outreach with the surrounding neighborhood during the entitlement process.</p> <p>Additionally, the drafting and adoption of the Agua Mansa Commerce Park Specific Plan DEIR incorporated an appropriate level of public participation and community engagement utilizing the City’s available communication tools within the immediate vicinity. The City of Jurupa Valley issued a Notice of Preparation (NOP) on July 19, 2017 (see Appendix A). The public was provided with a 30-day public review period to comment on the NOP, from July 19 to August 17, 2017. In addition, a</p>

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Applicable Policies	Project Consistency Analysis
<p><b>EJ 1.6 Translation Services.</b> Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person’s time limit for comments.</p>	<p>scoping meeting was held on July 27, 2017, at the Jurupa Valley City Hall to elicit comments on the scope of the DEIR.</p>
<p><b>EJ 1.7 Public Awareness.</b> Support efforts to raise the public’s awareness of the importance of a healthy environment and physical activity.</p>	<p><b>Consistent:</b> The Development Plan of the Specific Plan weaves together the proposed land uses that encourage healthy active living made possible through its menu of permitted land uses and plans for infrastructure that integrates with the City’s mobility planning for active transportation.</p>
<p><b>EJ 1.9 Tribal Consultation.</b> Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.</p>	<p><b>Consistent:</b> In compliance with Senate Bill 18 and Assembly Bill 52, the City of Jurupa Valley has notified applicable Native American tribes of the proposed project and provided consultation opportunities in regard to cultural resources and tribal cultural resources that could be adversely impacted by development of the proposed project. See Sections 5.4, <i>Cultural Resources</i>, and 5.16, <i>Tribal Cultural Resources</i>, for additional information.</p>
<p><b>EJ 1.11 Environmental Screening.</b> Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM), or other model.</p>	<p><b>Consistent:</b> The overall concept of the Agua Mansa Commerce Park Specific Plan intertwines environmental remediation with the creation of a framework to develop several employment-rich areas within and adjacent to several disadvantaged communities as identified by CalEnviroScreen 3.0.</p>
<p><b>EJ 2 – Land use and the environment</b></p>	
<p><b>EJ 2.5 Residential Buffers.</b> Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.</p>	<p><b>Consistent:</b> The project site is adjacent to residential communities to the north, east, and west, but is within an established community of heavy industrial, heavy manufacturing, warehousing, and distribution centers of the Agua Mansa Industrial Corridor. The Specific Plan truck routing uses the established path already existing and used by Agua Mansa’s established warehouse and distribution facilities; no new truck roads or routes are being proposed. Various strategies to minimize the impact of trucks are observed in the Specific Plan include use of the Business Park with Retail Overlay as a buffer for residents across from Rubidoux Boulevard, setbacks, berming, landscaping, and orienting truck courts away from immediate residents. Within the Industrial Park designation, motorized and non-motorized vehicles such as golf carts and hostlers would be utilized to efficiently carry out important service functions within a large area. The Specific Plan land use plan, development standards, and design guidelines recommend a number of buffering techniques appropriate for the site’s context. The Site Plan and Landscape Plan propose a landscape berm with trees along El Rivino Road. Buildings 1 &amp; 2 are setback more than 200 feet from El Rivino Road.</p>
<p><b>EJ 2.7 Latest Technologies.</b> Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.</p>	<p><b>Consistent:</b> The proposed land uses and design guidelines incorporate sustainable design strategies related to the latest advances in technology. Sustainable construction and technology concepts in the proposed design guidelines include the following:</p> <ul style="list-style-type: none"> <li>• All new construction, building additions, and alterations should conform to the State of California’s Green Building Code (CALGreen) or the Building Code in effect at the time of permit issuance.</li> <li>• Development projects should be designed and constructed to consist of energy-efficient buildings to reduce air, water, and land pollution and</li> </ul>

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Applicable Policies	Project Consistency Analysis
	<p>the environmental impacts associated with energy production and consumption.</p> <ul style="list-style-type: none"> <li>• Passive design techniques should be used to improve building energy performance through use of skylights, building orientation, landscaping, natural ventilation, natural daylighting, energy efficient light fixtures (e.g., florescent and LED lightings), and paint colors.</li> <li>• Shade structures and trees that produce large canopies should be used to reduce heat island effects. In addition, roof and paving materials should be utilized that possess a high level of solar reflectivity.</li> <li>• Recycled and other environmentally friendly building materials should be used to the maximum extent practicable.</li> </ul> <p>The Specific Plan also allows for facilities and technologies that would provide non-diesel fueling sources, vehicles, and facilities. Overall, the Specific Plan reduces the demand for diesel-fueled vehicles as allowed by technological trends and consistent with diesel and non-stationary source regulations by state and federal authorities.</p>
<p><b>EJ 2.9 Access to Decision-making Process.</b> Ensure that low income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at development sites, and conducting public information meetings with interpreters.</p>	<p><b>Consistent:</b> See response to Policy EJ 1.1 above.</p>
<p><b>EJ 2.17 Brownfield Sites.</b> Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.</p>	<p><b>Consistent:</b> A major effort in the proposed project is to clean up the environmental damage caused by decades of site contamination from the former Riverside Cement Plant and quarry operations, and the intent to provide approximately 71 acres of land designated as Open Space.</p>
<p><b>EJ 2.18 Energy Efficiency.</b> Support programs to promote the use of energy efficiency products and renewable energy systems.</p>	<p><b>Consistent:</b> The Specific Plan's Sustainability Design Guidelines call for elements that improve energy performance through passive energy efficient architecture such as skylights, LED lighting, cool roofs, drought-tolerant landscape, low-impact development (LID), and energy efficient light fixtures. All new construction, building additions, and alterations will conform to the CALGreen or the Building Code in effect at the time of permit issuance.</p>
<p><b>EJ 2.19 Green Building Techniques.</b> Encourage public and private development to incorporate green building techniques, such as construction waste management practices, optimization of energy efficiency measures, and avoidance of toxic chemicals.</p>	<p><b>Consistent:</b> See response to Policies EJ 2.7 and EJ 2.18.</p>
<p><b>EJ 3 – Mobility and active living</b></p>	
<p><b>EJ 3.2 Access.</b> Increase access to shopping, jobs, and healthcare facilities for low-income and minority populations.</p>	<p><b>Consistent:</b> The proposed development would generate approximately 965 jobs in an area dominated by low-income and minority populations. The proposed industrial and business parks and retail overlay would include jobs related to research and development, professional offices, limited industrial, light manufacturing uses, retail and personal services, food services, and convenience stores.</p>
<p><b>EJ 3.5 Transit Routes.</b> Encourage transit providers to establish and maintain routes to jobs, shopping, schools, parks, and healthcare facilities that are convenient to low-income and minority populations.</p>	<p><b>Consistent:</b> The project would encourage transit providers to establish transit facilities, such as bus stops and shelters to access its planned employment and commercial centers, open spaces, and park area.</p>
<p><b>EJ 3.7 Walking and Bicycling.</b> Explore measures to encourage walking and bicycling in the City as part of daily physical activities.</p>	<p><b>Consistent:</b> Within the Specific Plan boundary, an on-site trail is proposed along the southern portion of Rubidoux Boulevard, between the</p>

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Applicable Policies	Project Consistency Analysis
<p><b>EJ 3.8 Alternative Modes of Transportation.</b> Promote the use of alternative modes of transportation.</p> <p><b>EJ 3.11 Bicycle Facilities.</b> Require new commercial and industrial development to provide bicycle facilities on-site.</p>	<p>CalPortland building and the intersection of Rubidoux Boulevard and Production Circle (see Figure 3.7). The northern portion of the Rubidoux Boulevard streetscape will include a sidewalk, connecting the proposed on-site trail to Rubidoux Boulevard and then north to its intersection with El Rivino Road. Across Rubidoux Boulevard to the west is where an equestrian trail is planned that will follow along Castellano Road and Andalusia Avenue. The project also includes the addition of sidewalks and bicycle lanes along El Rivino Road, Rubidoux Boulevard, and Hall Avenue. All pedestrian sidewalks shall be developed in accordance with ADA standards and City sidewalk requirements per the City's Engineering Department.</p> <p>Transit routes can also provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The provision of a concentrated employment center is an opportunity to partner with Riverside Transit Agency to explore the feasibility of expanded public transportation options for workers and visitors of the Specific Plan area.</p> <p>Table 4.5 of the Specific Plan also includes bicycle parking requirements for each of the proposed land use types. Bicycle parking spaces would be provided in the form of bicycle racks and/or bicycle lockers. Bicycle parking shall be provided in a convenient, highly visible, and well-lit area within 100 feet of a building entrance.</p>
<p><b>EJ 3.12 Healthy Living.</b> Support the efforts of Healthy Jurupa Valley and others to promote active living and healthy choices.</p>	<p><b>Consistent:</b> The Specific Plan responds to surrounding communities that are historically underserved by a variety of much-needed services by proposing land uses that encourage a diverse and comprehensive set of uses that promote health, mobility, open spaces, public services, arts and cultural venues, and environmental stewardship.</p>
<p><b>Healthy Communities Element</b></p>	
<p><b>HC 2 – Access to healthy foods and nutrition</b></p>	
<p><b>HC 2.4 Restaurant Options.</b> Encourage full-service restaurants offering a variety of healthy food choices to locate within the City.</p>	<p><b>Consistent:</b> The potential retail overlay would allow up to 25,000 square feet of retail use, such as personal services, food services, restaurants, and convenience stores. Thus, full-service restaurants would be permitted in the Specific Plan area.</p>
<p><b>HC 4 – Land use and mobility</b></p>	
<p><b>HC 4.9 Streetscape Amenities.</b> Require new development to include streetscape amenities such as sidewalks that are separated from the roadway by landscaping and parkways with street trees, trails, hitching posts (where appropriate), pedestrian waiting shelters, and other features that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe and attractive.</p>	<p><b>Consistent:</b> Chapters 3 and 4 of the Specific Plan include development standards and design guidelines for streetscape development. The Specific Plan encourages landscaping that softens hardscapes and buildings, creates continuity among individual development sites within the Specific Plan area, defines entryways, and creates distinct visual identity. For example, shade trees should be planted along pedestrian paths, streetscapes, and within public gathering spaces to provide shade and visual comfort. Landscaping should be used to identify, define, and enhance pedestrian paths and public gathering spaces, and to provide variety, texture, color, and seasonal interest. Clustering larger buildings around courtyards, arcades, and open plazas is encouraged to enhance aesthetics and create a sense of community within the industrial and business park areas. Additionally, pedestrian amenities, such as tables, benches, and shaded gathering spaces are proposed in the open space area. In addition to the Specific Plan, the site plan proposes new sidewalks that are separated from the roadway by landscaping with trees.</p>



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Applicable Policies	Project Consistency Analysis
<p><b>HC 4.20 Concurrent Park Development.</b> Require that development of parks, trails, and open space facilities occur concurrently with new development consistent with City and outside agency requirements and, when feasible, that they are located near other community facilities such as schools, senior centers, and recreation centers.</p>	<p><b>Consistent:</b> The proposed Specific Plan includes approximately 71 acres of open space in the southern portion of the project site (see Figure 5.1-2, Conceptual Landscape Plan).</p> <p>The potential for development of the open space area as a park with recreational features is dependent on the environmental remediation of the brownfield site given its previous use as a limestone quarry. Should a recreational park be feasible in the open space area, the project applicant would prepare a Park Development Plan and additional environmental analysis for review and approval by the City.</p>
<p><b>HC 4.21 Multi-Use Features.</b> Incorporate design features into the multi-use trail and park network that reflect the unique equestrian characteristics of the community.</p> <p><b>HC 4.24 Regional Trails.</b> Ensure that regional trail plans are implemented at the development plan and Specific Plan level.</p>	<p><b>Consistent:</b> See response to Policy HC 4.8 above.</p>
<p><b>HC 6 – Urban forestry</b></p>	
<p><b>HC 6.2 Low Water Requirements.</b> Prioritize and strategically plant trees in the public right of way that have low water requirements and are well adapted to the City's semi-arid climate, especially California native species.</p> <p><b>HC 6.3 Landscape Improvements.</b> Strive to incorporate existing mature trees and native vegetation into existing and new development, particularly expansive parking lots.</p>	<p><b>Consistent:</b> According to Table 3.8 of the Specific Plan, all projects would be required to provide and maintain landscaping and irrigation in compliance with the landscaping requirements of the Specific Plan. The landscape plan shall be designed with the efficient use of water, and plants shall be California native and/or drought tolerant species. Parking lot landscaping should be designed to reduce associated heat buildup, improve aesthetics, and integrate into onsite landscape design and adjacent streetscapes. A plant palette is also included as Table 5.1 of the Specific Plan and features water-efficient, drought-tolerant species native to the region.</p>
<p><b>Economic Sustainability Element</b></p>	
<p><b>ES 1 – Economic development and fiscal sustainability</b></p>	
<p><b>ES 1.2 Economic Development Strategy.</b> Seek out selective development opportunities that will bring private capital investment into the community, provide skilled and professional labor, and increase median income and property values. Ensure that land use, capital improvement, and fiscal management decisions are consistent with the City's Economic Development Strategy, are guided by the General Plan, and emphasize mid- and long-term development of the local economy, rather than focus on short-term goals or individual projects.</p>	<p><b>Consistent:</b> Development in accordance with the proposed Specific Plan would begin with remediating the former Riverside Cement Plant and quarry onsite, which would eliminate a large barrier to economic development in the project area. The proposed industrial, business park, and retail buildings would provide long-term job opportunities for Jurupa Valley residents. The proposed industrial park would allow high-cube logistics warehouse uses, fulfillment centers, e-commerce centers, warehousing and distribution, and research and development uses. The business park and retail overlay would allow research and development, professional offices, limited industrial, light manufacturing uses, retail and personal services, food services, and convenience stores. These uses would bring private capital investment into the City and provide skilled and professional job opportunities.</p>
<p><b>ES 1.4 Fair Share.</b> Ensure that new development pays its fair share of facilities and infrastructure costs.</p>	<p><b>Consistent:</b> As detailed in Sections 5.13, <i>Public Services</i>, 5.15, <i>Transportation and Traffic</i>, and 5.17, <i>Utilities and Service Systems</i>, the project applicant would be responsible for paying its fair share of facilities and infrastructure costs as required to mitigate the project's impacts on existing resources.</p>
<p><b>ES 2 – Industrial base</b></p>	
<p><b>ES 2.1 Industrial Expansion.</b> Expand and diversify the City's industrial base by encouraging clean industry, including job-rich</p>	<p><b>Consistent:</b> See response to Policy ES 1.2 above.</p>

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Applicable Policies	Project Consistency Analysis
<p>manufacturing and assembly uses, research and development, and point-of-sale fulfillment centers.</p> <p><b>ES 2.2 Job Growth.</b> Encourage industrial uses that provide well-paying skilled and professional jobs.</p>	
<p><b>ES 2.4 Jobs-Housing Balance.</b> Assign high priority to City initiatives, investments, Council decisions, and the allocation of City resources, and development approvals that improve the jobs/housing ratio by expanding local job opportunities for residents and housing opportunities for employees.</p>	<p><b>Consistent:</b> As detailed in Section 5.12, <i>Population and Housing</i>, buildout of the proposed Specific Plan would introduce up to 964 jobs (see Table 5.12-8), thereby increasing the City’s anticipated jobs-housing ratio from 1.07 to 1.10 by 2040.</p>
<p><b>ES 3 – Retail commercial base</b></p>	
<p><b>ES 3.1 Business Retention.</b> Support programs and activities that help retain high quality businesses that provide needed goods, services, and/or jobs for the community or regions.</p> <p><b>ES 3.2 New Business Attraction.</b> Attract new commercial enterprises that balance and diversify the commercial base and provide needed goods and services. These could include the introduction of new commercial and institutional sectors such as medical, educational, and visitor-serving uses.</p>	<p><b>Consistent:</b> See response to Policy ES 1.2 above.</p>
<p><b>ES 3.3 Opportunity Areas.</b> Actively promote development in the Opportunity Areas that achieves General Plan goals and is consistent with Community Values.</p>	<p><b>Consistent:</b> Figure 11-9, <i>Economic Opportunity Areas</i>, of the City’s general plan identifies the project site as part of the Northeast Industrial Opportunity Area 5 (OA-5). Various sites in OA-5 have been identified for industrial and commercial uses, including the former Riverside Cement Plant site. This area is considered to have a low potential for fiscal revenue generation but a medium potential for job creation (Jurupa Valley 2017). Thus, development of the project site as industrial and business parks with a potential retail overlay in accordance with the Agua Mansa Commerce Park Specific Plan would be consistent with this policy.</p>
<p><b>ES 5 – Workforce development</b></p>	
<p><b>ES 5.1 Employee Commuting.</b> Reduce the number of Jurupa Valley residents who commute to other areas for work by expanding and diversifying the City’s job base.</p> <p><b>ES 5.5 Promote Living Wage Jobs.</b> Promote the development of quality jobs for local residents, especially those with living wages and career ladders.</p> <p><b>ES 5.7 Diverse Job Opportunities.</b> Help promote job opportunities for people of all income levels, including low-income residents.</p>	<p><b>Consistent:</b> See response to Policies ES 1.2 and ES 2.4 above.</p> <p>By increasing job opportunities within Jurupa Valley, current residents would be able to find jobs within the City and eliminate the need to commute to neighboring cities for work. Additionally, the permitted uses allowed under the Specific Plan would introduce a wide range of job types, including professional businesses, research and development, logistic centers, warehousing, manufacturing, and retail services.</p>
<p><b>ES 6 – Special Economic Opportunity Areas</b></p>	
<p><b>ES 6.1 Opportunity Areas.</b> Ensure that City economic initiatives, budgeting, and land use actions for designated Opportunity Areas are consistent with the 2017 General Plan Land Use Element’s vision of these areas in terms of balancing the commercial/industrial base, attracting economically and environmentally sustainable development and meeting residents’ needs.</p>	<p><b>Consistent:</b> See response to Policies ES 1.2, ES 2.4, ES 3.3, and ES 5.1 above.</p>

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<p><b>ES 6.2 Address Voids.</b> Ensure that City initiatives, budgeting, and capital improvement programs give high priority to attracting high quality retail and industrial businesses that fill identified economic “voids” with businesses with growth potential in the Jurupa Valley trade area.</p> <p><b>ES 6.3 Infrastructure.</b> Ensure that City initiatives, budgeting, and capital improvement programs give a high priority to improving the economic attractiveness and development feasibility of designated Opportunity Areas, consistent with the City’s vision for these areas, and encourage community service districts and other responsible agencies to do likewise.</p>	

Source: City of Jurupa Valley General Plan, September 2017.

**Western Riverside County Multiple-Species Habitat Conservation Plan**

The project site is located partially within three Western Riverside County MSHCP Criteria Cells (21, 22 and 55) and several MSHCP sensitive species survey areas. As analyzed in Section 5.3, Biological Resources, the proposed project would be consistent with the Western Riverside County MSHCP. The project’s consistency with the MSHCP is analyzed in the “MSHCP Consistency and Determination of Equivalent or Superior Preservation” (DBESP) report (see Appendix D of this DEIR). Appropriate mitigation measures are provided in Section 5.3, Biological Resources, to ensure project consistency with the MSHCP. With implementation of the mitigation measures this impact would be less than significant.

*Level of Significance before Mitigation:* Impact LU-2 would be less than significant.

**5.9.6 Cumulative Impacts**

As stated in Section 4, *Environmental Setting*, Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

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

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

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

Implementation of the proposed project is consistent with the applicable goals and policies of the SCAG 2016 RTP/SCS and the City of Jurupa Valley General Plan as illustrated above in Tables 5.9-1 and 5.9-2. Implementation of the proposed project would allow for the City of Jurupa Valley to meet the stated objectives of the proposed project and respond to market demand for development opportunities within the City.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land with a mixture of rural and suburban land uses, which is 16.1 percent of the total area in the City. Future growth is expected to add a maximum of 14,332 new residential units and maximum of 36.6 million square feet of new nonresidential building (Jurupa Valley 2017). The 2017 General Plan is also consistent with the RTP/SCS related to land use. The proposed Specific Plan is also consistent with the goals of the Jurupa Valley General Plan, as stated in the Agua Mansa Commerce Park Specific Plan, in Appendix B of this DEIR.

However, because the project does not propose residential uses or contribute directly to increased population, the cumulative impacts of land use when considering the proposed project are not significant. As with the proposed project, cumulative projects would be subject to compliance with regional and local plans reviewed in this section. Therefore, implementation of cumulative development in accordance with the SCAG RTP/SCS, City of Jurupa Valley General Plan would not combine with the proposed Project to result in cumulatively considerable land use impacts.

#### 5.9.7 Level of Significance Before Mitigation

Impacts LU-1, and LU-2 are less than significant.

#### 5.9.8 Mitigation Measures

No mitigation measures required.

#### 5.9.9 Level of Significance After Mitigation

Less than significant levels.

#### 5.9.10 References

Jurupa Valley, City of. 2017, September. City of Jurupa Valley General Plan.

Southern California Association of Governments (SCAG). 2016, April. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.  
<http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS.pdf>.