

## 3. Project Description

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### 3.1 PROJECT LOCATION

The City of Jurupa Valley is in western Riverside County in southern California. Jurupa Valley is bordered by the cities of Eastvale to the west, Norco and Riverside to the south and east, the City of Colton to the northeast, and Ontario, Fontana, and Rialto in the County of San Bernardino to the north and east (see Figure 3-1, *Regional Location*).

The 302.8-acre Specific Plan area is in the most northeastern corner of Jurupa Valley and adjacent to the City of Rialto and the unincorporated community of Bloomington in San Bernardino County. The project site is along a historic industrial corridor and on the prior Riverside Cement Plant site. The site is bounded by El Rivino Road to the north, West Riverside Canal to the south, Rubidoux Boulevard to the west, and a portion of Hall Avenue to the east. A Union Pacific Railroad spur crosses through the western project area (see Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial Photograph*). Overall, the project site consists of the following 20 Assessor Parcel Numbers (APNs): 175-170- 005, a portion of 006, 027, 028, 030, 036, 040, 042, 043, 045, and 046; 175-180-001; and 175-200-001 through 005, and 007 through 009. A portion of the canal (APN 175-170-042) is included in the Specific Plan boundary near Rubidoux Boulevard. The boundary does not include the private canal (APNs 175-170-007 and 175-180-002) that borders the project site to the south along Agua Mansa Road.

The Specific Plan area is approximately 2.5 miles south of Interstate 10 (I-10), 1.4 miles north of State Route 60 (SR-60), and 2.5 miles west of I-215.

### 3.2 STATEMENT OF OBJECTIVES

Objectives for the Agua Mansa Commerce Park Specific Plan will aid decision makers in their review of the project and associated environmental impacts:

1. Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.
2. Adopt a Specific Plan that allows for high-cube logistics warehouse uses, e-commerce centers, research and development uses, and retail uses that would encourage private capital investment sufficient to both remediate the entire project site in accordance with DTSC requirements and to develop the Project.
3. Facilitate job growth and capitalize on predictable and marketable future development opportunities that provide the City with economic benefits through employment, tax revenues, and infrastructure improvements.

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4. Locate industrial, warehousing, and service-commercial uses to areas readily accessible from major highways or rail traffic, and sufficiently separated and buffered to protect residential uses.

## 3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700” (14 Cal. Code of Reg. § 15378[a]).

### 3.3.1 Project Description

Following is a discussion of the project background for context, a detailed description of the proposed project’s overall site plan, and the various development components, elements, and improvements that would be implemented. Project phasing is discussed in Section 3.3.4, *Project Phasing and Construction*. A complete copy of the Agua Mana Commerce Park Specific Plan is included in the technical appendices to this Draft EIR (Volume II, Appendix B).

#### 3.3.1.1 PROJECT BACKGROUND

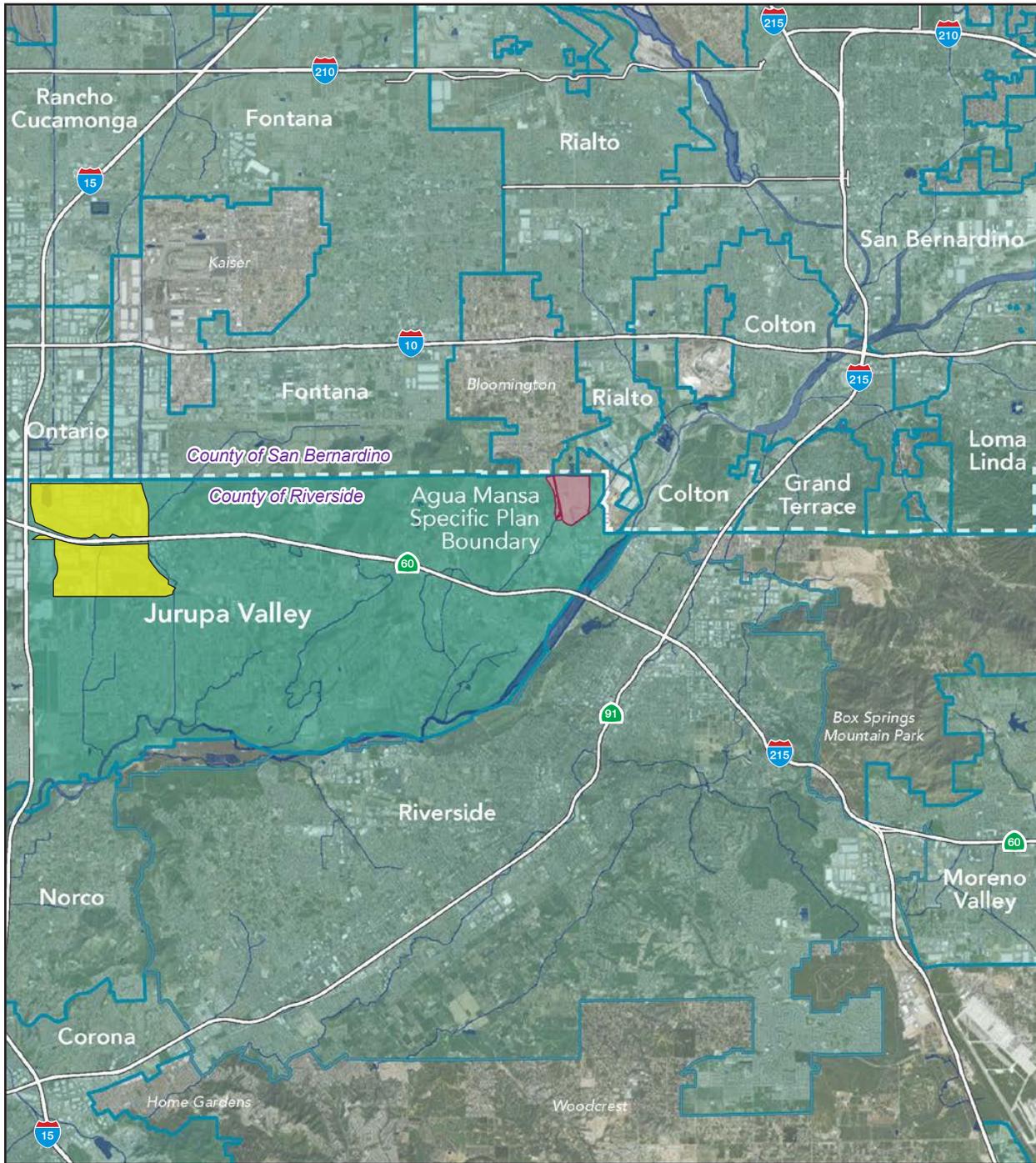
Established in 1906, the existing Riverside Cement Plant contains the cement plant itself, a quarry for mining limestone (used to manufacture cement and cement products), and various support buildings. The mining operation, which is in the southern portion of the site, ceased in the mid-1980s when the mine flooded, resulting in a lake south of the site called Crestmore Lake (see Figure 3-3, *Aerial Photograph*). Cement production and distribution of cement products continued until 2014. The Riverside Cement Plant is a brownfield site that requires environmental remediation to address fugitive dust from former disposal areas for cement kiln dust, and the resulting metal concentrations in soils. As shown in Figure 3-3, concrete and steel structures, cement production lines, storage silos and sheds, a cement bagging building, empty tanks, conveyor belts, soil and material stockpiles, utility tunnels, and a control center still remain onsite. Additionally, a research and development facility, adjacent to Rubidoux Boulevard on the west side of the property, is on site.

#### 3.3.1.2 SITE PLAN

The Specific Plan area encompasses approximately 302.8 acres and would consist of three primary land uses: 1) Industrial Park, 2) Business Park with Retail Overlay and 3) Open Space District (see Figure 3-4, *Proposed Land Use Plan*, and Figure 3-5, *Conceptual Site Plan, Industrial and Business Parks*).

Project development includes remediation and demolition of all on-site structures associated with the Riverside Cement Plant followed by mass grading and site remediation. Due to extreme site topography, there would be areas that need to be graded and other areas where fill would be needed to level the site for development to facilitate a cohesive and comprehensive redevelopment of the brownfield site that the applicant is proposing.

Figure 3-1 - Regional Location  
3. Project Description



- Agua Mansa Commerce Park Specific Plan Area Boundary
- Jurupa Valley
- Other Cities
- County Boundary
- Mira Loma Warehouse and Distribution Center Boundary



Source: MIG, 2017; Jurupa Valley 2017 General Plan, 2017

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Figure 3-2 - Local Vicinity  
3. Project Description



 Agua Mansa Commerce Park Specific Plan Area Boundary

0 2,500  
Scale (Feet)



### 3. Project Description

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Figure 3-3 - Aerial Photograph  
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-  Agua Mansa Commerce Park Specific Plan Area Boundary
-  County Boundary
-  City Boundary

0 1,000  
Scale (Feet)



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Figure 3-4 - Proposed Land Use Plan  
3. Project Description



-  Agua Mansa Commerce Park Specific Plan Area Boundary
-  Industrial Park
-  Business Park with Retail Overlay
-  Open Space
-  Railroad
-  Canal

Note: ④ The private canal outside of the Specific Plan is for reference only.

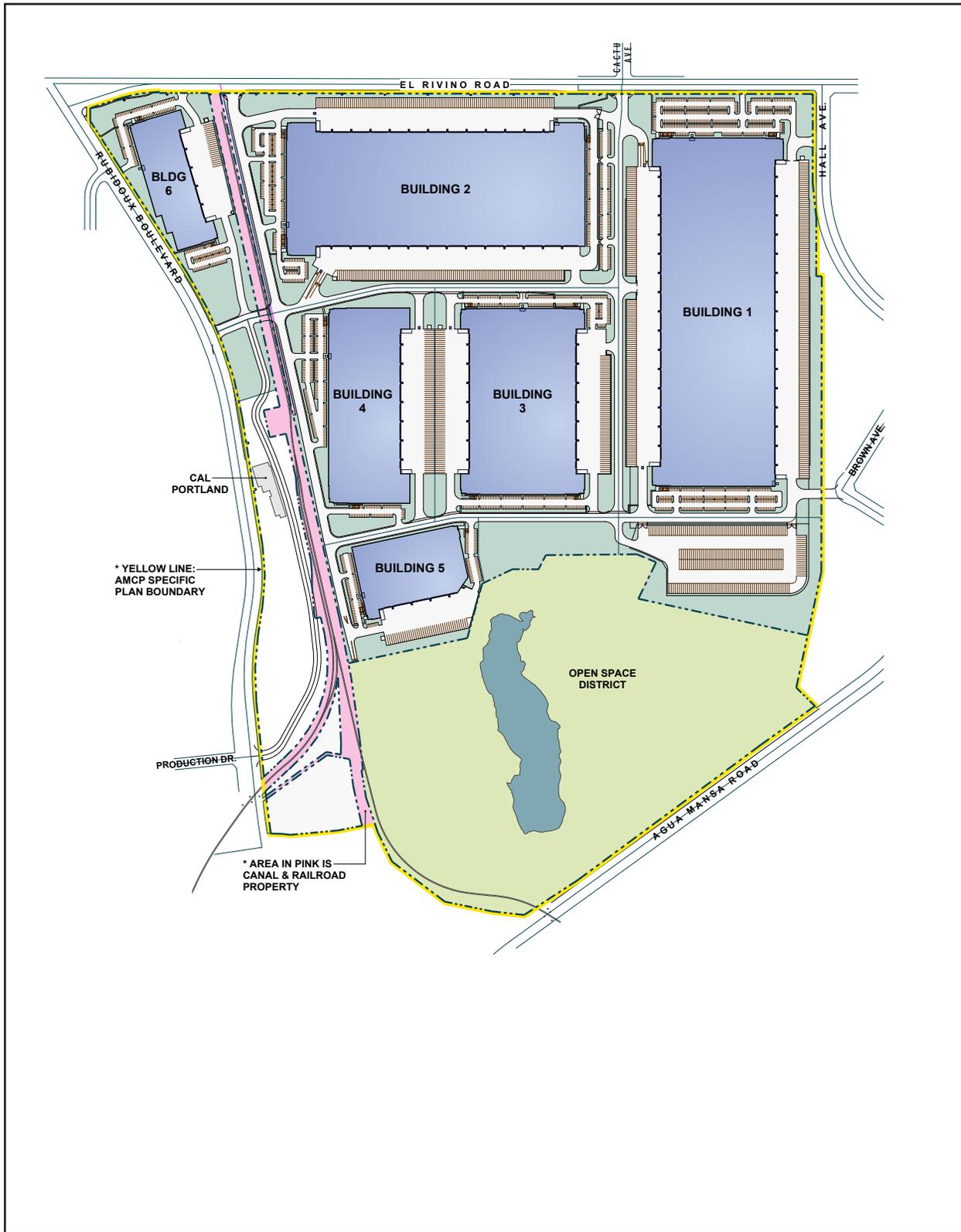
Source: MIG, 2019



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Figure 3-5 - Conceptual Site Plan - Industrial and Business Parks  
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The Industrial Park district is 189.7 acres and would allow for 4,216,000 square feet of industrial park uses, such as manufacturing; research and development; fulfillment centers; e-commerce centers; high-cube, general warehousing, and distribution; and cross-dock facilities. The Business Park district is 33.8 acres and has two options for development: Alternative 1 would develop 200,000 square feet of business park uses; Alternative 2 would develop up to 25,000 square feet of retail and/or food service uses as well as 150,000 of business park square footage. Additionally, the Business Park district includes an existing 23,000-square-foot research and development building (CalPortland area). The Specific Plan allows for an additional 41,000 square feet of Business Park use in the CalPortland area either through expansion of the existing building or new construction.

The Open Space District is 70.9-acres. Remediation will occur within the Open Space District in accordance with a DTSC approved Response Plan. After remediation, the area is proposed to remain undeveloped. Within the Open Space District, a recreational park could be developed which allows for a range of passive and active recreation uses. If a recreational use is proposed in the future, a Park Development Plan, Conditional Use Permit, and/or other entitlements, and additional environmental analysis will be required prior to any approval.

The Union Pacific Railroad right-of-way and West Riverside Canal areas account for 8.4 acres within the Specific Plan boundaries. In the event that any portion of these properties that bisect the site is abandoned, vacated, or transferred by the respective owner and deeded to the property owner, that land would only be used for circulation, landscaping, or parking.

Table 3-1 includes a summary of the proposed development potential within each land use.

**Table 3-1 Proposed Land Use Development Potential**

Map Area	Specific Plan Land Use Designation	Total Building Area (Square Feet)	Acreage
1	Industrial Park (IP)	4,216,000 sf	189.7
2	Business Park With Retail Overlay (BP)	<p><b>Alternative 1:</b></p> <ul style="list-style-type: none"> <li>• 200,000 sf of Business Park with no retail</li> <li>• Existing research and development building approximately 23,000 sf in size; plus 41,000 sf potential expansion for a total of 64,000 sf</li> </ul> <p><b>Alternative 2:</b></p> <ul style="list-style-type: none"> <li>• Up to 25,000 sf of Retail with 150,000 sf of Business Park</li> <li>• Existing research and development building approximately 23,000 sf in size; plus 41,000 sf potential expansion for a total of 64,000 sf</li> </ul>	33.8
3	Open Space District (OS)	N/A	70.9
4	Railroad Right-of-Way and Canal	N/A	8.4
<b>TOTAL</b>		<p><b>Alternative 1: 4,480,000 SF</b></p> <p><b>Alternative 2: 4,455,000 SF</b></p>	<b>302.8 acres</b>

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#### 3.3.1.3 PROPOSED LAND USES

##### **Industrial Park**

The purpose and intent of the Industrial Park district is to accommodate industrial, storage, and warehousing uses in larger buildings. A wide range of light industrial and light manufacturing uses are also permitted in this district. The Industrial Park district permits high-cube logistics warehouse uses, fulfillment centers, e-commerce centers, warehousing and distribution, cold storage, and dock facilities. Facilities related to manufacturing, research and development, and warehousing and logistics activities consistent with the storage, assembly, and processing of manufactured goods and materials prior to their distribution to other facilities would be allowed. Facilities for outdoor storage of trucks and trailers would also be allowed. Ancillary office, employee welfare areas, and property management facilities would be allowed in conjunction with primary uses.

The Industrial Park component would encompass about 190 acres and is planned for five logistics warehouse buildings. In total, the five buildings would make up approximately 4,216,000 square feet (3,452,000 square feet of building footprint and up to 764,000 square feet of mezzanine area). Trailer, truck and/or car parking is also proposed in the southern portion of the Industrial Park area.

A key component of the Industrial Park is the specified ingress and egress points for trucks and automobiles from El Rivino Road and Hall Avenue to provide for efficient vehicle circulation and to minimize conflicts with pedestrian circulation between uses and structures.

##### **Business Park with Retail Overlay District**

The purpose of the Business Park with Retail Overlay designation is to accommodate business park and office uses, research and development, business sales and services, and very light manufacturing uses. The retail overlay is intended to allow commercial and retail uses. The retail overlay encompasses the entirety of the Business Park designation to allow retail developments. Development within this district would typically be multitenant in nature; however, single tenant buildings are not precluded.

The Business Park and Retail Overlay district would permit research and development, professional offices, limited industrial, diverse retail and personal services, food service, convenience stores, and other light industrial uses.

The 33.8-acre Business Park with Retail Overlay area consists of two development options:

- **Alternative 1:** 200,000-square foot industrial building (no retail)
- **Alternative 2:** 150,000-square foot business park building and 25,000 square feet of neighborhood serving retail use

Under both Alternative 1 and 2, an existing 23,000-square-foot building would remain in the southern portion of the Business Park area and would continue to be used as a research and development facility. The proposed Specific Plan allows for an additional 41,000 square feet of Business Park use(s) in this area, either through expansion of the existing building or new construction.

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### Open Space District

The 70.9-acre Open Space District component would be located in the southern portion of the Specific Plan area. Remediation will occur within the Open Space District in accordance with a DTSC approved Response Plan. Existing landforms would remain onsite, and the area is anticipated to be transitioned to a more natural state, preserving the existing terrain and scenic resources.

Within the Open Space District, a recreational park could be developed which allows for a range of passive and active recreation uses. If a recreational use is proposed in the future, a Park Development Plan, Conditional Use Permit and/or additional other entitlements, and additional environmental analysis will be required prior to any approval.

#### 3.3.1.4 ARCHITECTURAL DESIGN AND CHARACTER

The Specific Plan includes design guidelines that would apply to all new construction of and additions to warehouses and business park buildings within the Business Park with Retail Overlay and Industrial Park districts. These design recommendations would maintain consistency within architectural styles that visually unify, define the character, and establish an appropriate, cohesive aesthetic for buildings in the Specific Plan. Consistency of materials, colors, fenestration, scale, and massing would be provided.

For high cube warehouses, exterior lighting on the site would be high powered, although shielded from above and tall to guarantee security and visibility as nightly operations warrant. Truck courts would have walls and fencing high enough to screen loading areas and to hide the views of parked semi-trucks or trailers. Walls and fencing adjacent to the public right-of-way would be softened with landscaping.

The Specific Plan area would have planned landscaped areas, drive entrances, and/or buildings to separate parking areas and to keep the parking lot from being the dominant visual element on the site. Building façades would include articulation to add visual interest and reduce monotony and would be softened with trees and landscaping. In the retail area, buildings would be clustered around courtyards and open areas where possible, and publicly accessible places would be oriented to create vista points toward nearby hills of Crestmore and/or prominent geographical features. Materials and finishes that are sustainably sourced would be used as much as possible.

#### 3.3.1.5 ACCESS, CIRCULATION, AND PARKING

##### Access and Internal Circulation

As shown on Figure 3-6, *Circulation Plan*, various access points are proposed to connect internal drive aisles to adjacent streets. The Circulation Plan describes the movement of vehicles and pedestrians within the site and the connections to major regional circulation routes. The scale and orientation of the circulation network provides strategic routes for efficient mobility to help residents, workers, and visitors reach their destinations in Jurupa Valley and beyond. Under the Circulation Plan, truck restrictions of surrounding streets are observed, and conceptual improvements to accommodate new traffic are identified. The Jurupa Valley General Plan allows commercial trucks on Rubidoux Boulevard, Agua Mansa Road, El Rivino Road (west of Hall Avenue), and Hall Avenue.

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El Rivino Road would provide on-site access through two shared access driveways for trucks and automobiles to the Industrial Park district and one auto access to the eastern auto parking lot. Access from El Rivino Road to the northwestern Business Park with Retail Overlay and Open Space District portions of the Specific Plan area would be through a shared truck and automobile driveway. Additionally, two access roads on the eastern portion of the site, one on Hall Avenue and one on Brown Avenue, would provide on-site access through shared driveways. Three additional access points on Rubidoux Boulevard would be provided to access the Business Park with Retail Overlay area and the research and development building. Two of these access points would be shared, and one would be accessible only by automobiles.

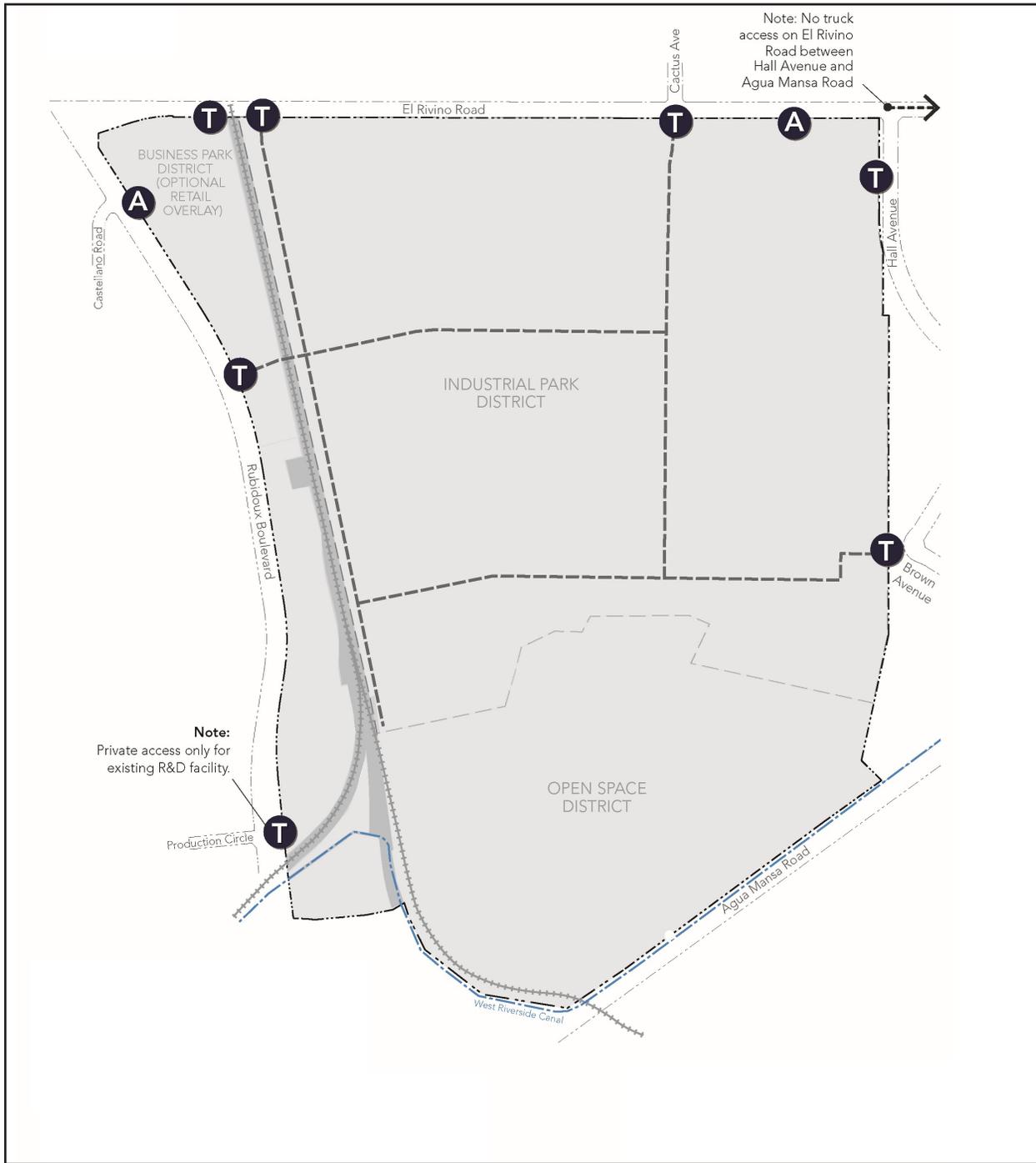
The internal site circulation would be composed of interconnected shared driveways within each land use area leading up to access points. The proposed layout of the buildings, docks, driveways, and access points provides the most direct routes possible that minimize turns, idling, and congestion within the site. Connectivity between Buildings 1 through 5 (Industrial Park) and Rubidoux Boulevard may not be possible because access across the railroad spur line may not be granted. The railroad spur (as shown in Figure 3-5) crosses the western portion of the site starting at the western border of the Open Space District and running north. The onsite driveway running south of Building 2 crosses the railroad spur before connecting to the access point on Rubidoux Boulevard. If access across the railroad spur line is not granted, then the Industrial Park may only be accessed from El Rivino Road, Hall Avenue, or Brown Avenue. The alternate circulation plan would alter the trip distribution for the project slightly and two circulation alternatives are proposed for the project, as discussed in Chapter 5.15.

#### **Offsite Street Improvements**

The Specific Plan would also include improvements to street frontages.

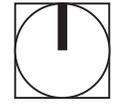
- A segment of Rubidoux Boulevard, at the northwest corner of the site. Proposed improvements would include new sidewalks and parkways.
- The midsection of Rubidoux Boulevard, along the northern portion of the CalPortland property. This segment is constrained by existing landforms and the location of the CalPortland building. Due to the topography and proximity of the CalPortland building, existing retaining walls would remain in place to support the street. Additionally, sidewalks maybe sited in a different location, where feasible.
- The southerly portion of Rubidoux Boulevard along the lower section of the CalPortland property. This segment is also constrained by existing landforms. Sidewalks maybe sited in a different location, where feasible.

Figure 3-6 - Circulation Plan  
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- Agua Mansa Commerce Park Specific Plan Area Boundary
- Backbone Circulation
- Railroad
- Canal

- Truck/Auto Access
- Auto Access Only



Source: MIG, 2019

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- The portion of El Rivino Road along the north boundary of the site. The southern half of El Rivino Road is within the jurisdiction of the City of Jurupa Valley, and the northern half is within the jurisdiction of the City of Rialto and unincorporated San Bernardino County. The portion of El Rivino Road within the jurisdiction of the City of Jurupa Valley would provide half-width improvements for a total 100-foot right-of-way width. Existing truck restrictions prohibit trucks on El Rivino Road between Hall Avenue and Agua Mansa Road to the east of the site. Proposed improvements would include a dedication and widening to the ultimate right-of-way along the project area, including two travel lanes, a median, and an 18-foot-wide parkway with curb adjacent landscaping. Other improvements would include installation of curb, gutters, sidewalk, parkway landscaping, and street trees along project frontage.
- The access point at Brown Avenue. Brown Avenue is a two-lane local road serving industrial businesses along Hall Avenue and Agua Mansa Road. An access easement and driveway may be provided at this access point.
- The portion of Hall Avenue along the project side of the street. Hall Avenue would be dedicated and widened to provide a 100-foot-wide right-of-way, with a 64-foot paved section that includes four travel lanes along the project area. Improvements would include installation of curb, gutters, sidewalk, parkway landscaping, and street trees. Only the western half of Hall Avenue would be improved.

#### Parking

Parking would be provided with at-grade surface parking lots in the Industrial Park and Business Park with Retail Overlay districts. Visitor and short-term parking areas would be provided at the front and sides of buildings to be near primary building entrances. Strategic locations along the parking site periphery would feature stormwater catch basins and bioswales to manage and clean stormwater runoff for parking lots.

The automobile-only access point on El Rivino Road leads to the eastern parking lot. Road parking spaces for vehicles and trucks are planned to further support the uses of the Specific Plan. Bicycle parking spaces would be provided in the form of bicycle racks and/or bicycle lockers. Bicycle parking would be provided in a convenient, highly visible, and well-lit area and at least as conveniently located as the most convenient automobile spaces.

#### Trails

Within the Specific Plan boundary, an onsite 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 would include a pedestrian sidewalk/bike trail, connecting the proposed onsite 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 would follow along Castellano Road and Andalusia Avenue.

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#### 3.3.1.6 INFRASTRUCTURE, UTILITIES, AND PUBLIC SERVICES

This section identifies the infrastructure, utilities, and public services and facilities provided to the Specific Plan area. This includes water, sanitary sewer, stormwater drainage, dry utilities (electricity and natural gas), law enforcement, fire, and trash collection.

##### **Water**

Two water districts provide services to properties located in the immediate vicinity of the Specific Plan area: the Rubidoux Community Services District (RCSD) and the West Valley Water District. Properties in the Specific Plan would connect to and expand existing infrastructure operated by the RCSD.

To receive water services, the Specific Plan area would need to be annexed into RCSD's boundary through the Riverside County Local Agency Formation Commission (LAFCO).

To supply water to the Specific Plan area, improvements would include a connection at the southwestern corner of the Specific Plan area to a 24-inch water main running north-south under Rubidoux Boulevard. The 24-inch main branches off into two eight-inch water mains underneath Production Circle and Container Circle. The 24-inch water main continues south and connects to the larger RCSD water network.

##### **Sanitary Sewer**

Wastewater treatment service for the Specific Plan area would also be provided by RCSD. As with water, for the project to receive RCSD sewer services, the Specific Plan area would need to be annexed into the RCSD boundary through Riverside County LAFCO.

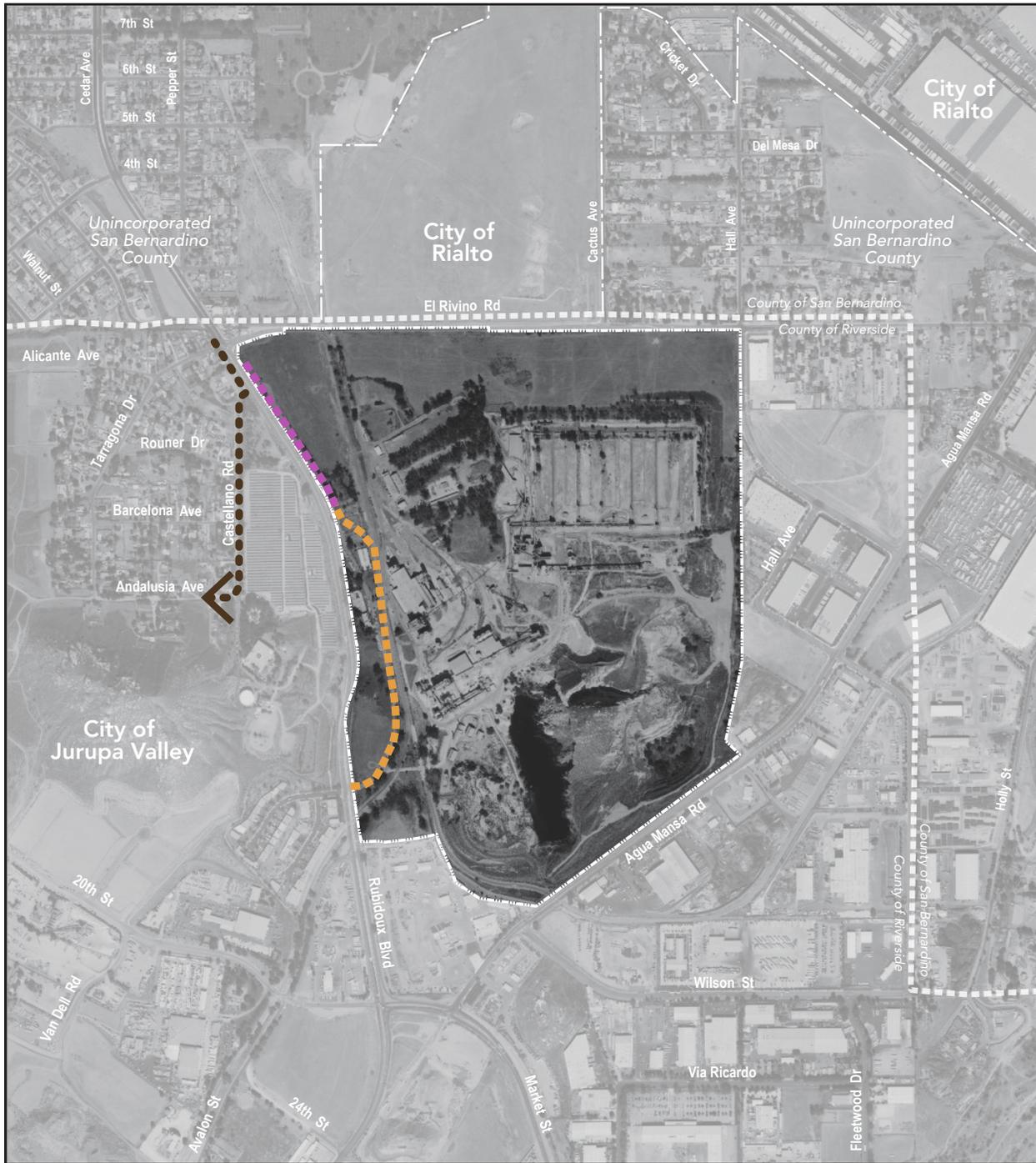
As of 2018, RCSD sewer infrastructure in the area consists of an eight-inch main along Hall Avenue and Brown Avenue which feeds into an eight-inch main at Agua Mansa Road. This eight-inch main widens to a 10-inch main before it branches off to a 12-inch main along Wilson Street. Infrastructure also includes an eight-inch sewer main that runs north-south underneath Rubidoux Boulevard, connects to a 12-inch sewer main, and continues south to the greater RCSD sewer network.

The Specific Plan area would connect to sewer mains through new connections: one in the southwest corner of the Specific Plan area to a 12-inch sewer main near Rubidoux Boulevard, and potentially an eight-inch sewer main at Brown Avenue.

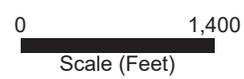
##### **Stormwater Drainage**

The Specific Plan area drains to offsite conveyances maintained by the Riverside County Flood Control and Water Conservation District (County Flood Control). Development projects would connect to these facilities and would be required to comply with storm water permitting regulations of County Flood Control. Stormwater would be collected through a network of basins and bioswales throughout the Specific Plan area. Individual development projects would use a variety of low-impact development measures to manage stormwater, including bioswales and retention basins.

Figure 3-7 - Proposed Trails  
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-  Agua Mansa Commerce Park Specific Plan Area Boundary
-  On-Site Trail
-  Equestrian Trail
-  Sidewalk



Source: MIG, 2019

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### Solid Waste

The City of Jurupa Valley contracts solid waste collection services through Burrtec and Waste Management under the RCSD. Contract services would be expanded to provide solid waste collection services in the Specific Plan area. All solid waste collection would be required to comply with federal, state, and local regulations for waste reduction and recycling.

### Dry Utilities

Southern California Edison (SCE) provides electricity to the Specific Plan area and maintains above-ground power lines. SCE would serve electrical requirements for the project in accordance with the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

South California Gas Company provides natural gas to the Specific Plan area. As required, additional points of connection to existing gas lines would be provided. The service would be in accordance with the Gas Company's policies and extension rules on file with the California Public Utilities Commission.

### Fire

The nearest operational fire station is Riverside County Fire Department Station 38 at 5721 Mission Boulevard, approximately three miles to the south. Station 38 is operated by the Riverside County Fire Department through the Rubidoux Community Services District. To receive fire services, the Specific Plan area would need to be annexed into RCSD's boundary through Riverside County LAFCO.

### Police

The City of Jurupa Valley contracts with the Riverside County Sheriff's Department. The County Sheriff would provide law enforcement services for the Specific Plan area. The closest operational station is Jurupa Valley Sheriff's Station at 7477 Mission Boulevard, approximately 4.5 miles to the southwest.

#### 3.3.1.7 PROJECT PHASING AND CONSTRUCTION

The analysis in this DEIR assumes that project development would take approximately three years and that the first building would be completed and occupied sometime in 2020 and the last building would be completed in 2023. Detailed assumptions regarding impact analysis that are dependent upon project schedule are included in the respective sections (e.g., air quality, traffic). Although the project may be delayed beyond the original schedule estimates, the analysis is determined to be conservative.<sup>1</sup>

Demolition and remediation activities are projected to last approximately four months. It is estimated that 147,960 tons of demolition debris would be generated, with 12,660 tons of material disposed offsite, and the remaining 135,300 tons reused onsite. Site preparation, grading, and excavation would begin after demolition and take approximately five and a half months. Overall, it is conservatively assumed that up to 20,000 cubic

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<sup>1</sup> For example, for construction-related air emissions, the analysis represents a 'worst-case.' Emissions factors for construction decrease as time passes as emission regulations become more stringent. A delayed construction schedule would also not alter the findings of the traffic study since cumulative development is based on year 2035.

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yards of soil may need to be exported offsite. The first phase of building construction would begin after the site preparation phase is completed. The remaining five buildings are assumed to be phased, with construction starts staggering about six months for each. Each building would include some moderate grading work from the initial mass grades to attain final grades. Each of the last five buildings would take approximately nine months to complete, with the majority of paving and all exterior painting completed in the last month of each building phase. Wet and dry utilities would be brought online concurrently.

Offsite infrastructure improvements would commence after all related design and permits are approved, and construction would commence no later than the issuance of the first building permit. Completion of improvements would be no later than the issuance of a certificate of occupancy for a building that triggers the need to complete such work.

#### **3.3.1.8 REMEDIATION PROCESS AND AGENCY INVOLVEMENT**

The Department of Toxic Substances Control (DTSC) is the lead agency for the Brownfield Voluntary Cleanup Program, which allows DTSC and the Regional Water Quality Control Board to oversee brownfield sites. Therefore, DTSC is responsible for overseeing and directing all site investigation and cleanup activities in a manner that ensures that the standards and requirements of both agencies are fully addressed.

A Site Assessment Workplan would be prepared by the developer for DTSC review. The Workplan would identify soil sampling requirements onsite. Evaluation of all soil sampling results would classify excavated soil into three categories:

- Soils to be disposed of offsite due to hazardous classification, unacceptable risk to human health, or groundwater protection.
- Impacted soil (above screening levels for commercial/industrial use or groundwater protection) that could be disposed of offsite, encapsulated onsite or placed in a lined, capped consolidation area, as deemed appropriate by DTSC.
- Soil that meets screening levels for both commercial/industrial use and groundwater protection and can be used in an unrestricted manner for fill material across the site.

All requirements related to onsite consolidation of impacted soils would be addressed in the DTSC-approved Response Plan. The Response Plan would include measures to address worker safety, air quality, groundwater protection, fugitive dust generated from the potential presence of former cement kiln dust, and would be designed to include a soils management plan to ensure safe and appropriate handling of site soils and transport and disposal if necessary. The Response Plan would also include dust control measures, an air monitoring plan, and any long-term operations and maintenance plan that is required by DTSC.

Generally, the earthwork plan for the project involves a cut-and-fill grading plan that would involve approximately 2.1 million cubic yards of soil handling. The project site is expected to balance, but as a conservative measure, it is estimated that up to 20,000 cubic yards of soil may need to be exported offsite.

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Due to the large scale of the redevelopment site and the complexity involved, the DTSC recognizes and anticipates that not all of the sampling locations would be known until after completion of this EIR; for example, some soil characterization may need to be completed only after demolition activities have progressed (such as after building and structure foundation slabs are removed). DTSC staff would be present onsite at regular intervals during this process to visually inspect for areas of soil with staining and odors that may indicate the need for additional sampling and characterization.

Following grading, the placement of the building pads and pavement on each parcel of the redevelopment site may also serve as a further engineering control or "cap" on the site to prevent exposure to potential fugitive dust resulting from potentially impacted soil. Finally, a land use covenant or deed restriction may be recorded for each parcel, as required, limiting the use of the properties for commercial/industrial development and prohibiting future residential development.

During the construction of the industrial and business park parcels, and until the DTSC issues a Certificate of Completion for the remediation activities, the open space area would remain in its existing fenced state to prevent public access.

#### 3.3.1.9 LAND USE ENTITLEMENT REQUESTS

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

- **General Plan Amendments.**
  1. To change the land use designation from “Business Park” with Specific Plan Overlay (BP-SPO) 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
    - Light Industrial (LI) with Specific Plan Overlay to be applied within the Business Park with Retail Overlay of Agua Mansa Commerce Park Specific Plan
    - Open Space – Recreation (OS-R) with Specific Plan Overlay to be applied within the Open Space District of the Agua Mansa Commerce Park Specific Plan
  2. To create a “Rubidoux Warehouse and Distribution Center Overlay” in the General Plan
  3. To establish “Rubidoux Warehouse and Distribution Center Overlay” on the Industrial Park District of the Agua Mansa Commerce Park Specific Plan.
- **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.
- **Tentative Parcel Map.**

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- **Site Development Permit.** To establish the speculative buildings for the future uses.
- **Development Agreement.**

### 3.4 INTENDED USES OF THE DEIR

This is a Project EIR that examines the potential environmental impacts of the proposed Agua Mansa Commerce Park Specific Plan. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of the DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Jurupa Valley, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
City of Jurupa Valley	<ul style="list-style-type: none"> <li>▪ Certification of the Agua Mansa Commerce Park Specific Plan EIR</li> <li>▪ Approval of City of Jurupa Valley General Plan Amendments</li> <li>▪ Approval of City of Jurupa Valley Change of Zone</li> <li>▪ Adoption of the Agua Mansa Commerce Park Specific Plan</li> <li>▪ Approval of Tentative Parcel Map</li> <li>▪ Approval of Site Development Permit</li> <li>▪ Approval of Development Agreement</li> </ul>
Responsible Agencies	Action
Riverside County Local Agency Formation Commission	<ul style="list-style-type: none"> <li>▪ Approval of Project Site Annexation into Rubidoux Community Services District's Boundary (for water and wastewater services)</li> </ul>
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>▪ Issuance of National Pollution Discharge Elimination System (NPDES) Permit</li> <li>▪ Issuance of Construction General Permit Coverage</li> <li>▪ Issuance of Industrial General Permit Coverage</li> </ul>
United States Army Corps of Engineers	<ul style="list-style-type: none"> <li>▪ Issuance of CWA Section 404 Permit to regulate dredged or fill material into waters of the United States.</li> </ul>
Western Riverside County Regional Conservation Authority	<ul style="list-style-type: none"> <li>▪ Determination of Multiple-Species Habitat Conservation Plan consistency during the Joint Project Review.</li> </ul>
California Department of Toxic Substances Control	<ul style="list-style-type: none"> <li>▪ Approval of Demolition Plan, Waste Management Plan, Site Assessment Workplan, Summary of Findings, and Response Plan.</li> </ul>
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>▪ Confirmation of final mitigation measure per the Joint Project Review (JPR 18-09-24-01)</li> <li>▪ Streambed Alteration Agreement</li> </ul>