

4. Environmental Setting

4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Jurupa Valley is in western Riverside County of southern California. Jurupa Valley is bordered by the cities of Eastvale to the west; Norco and Riverside to the south and east; 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*).

Figure 3-1 provides a visual of regional access to the City provided by various freeways. State Route 60 (SR-60) traverses Jurupa Valley in an east-west direction; Interstate 15 (I-15) travels north-south along the City’s western boundary; Interstate 10 (I-10) travels in an east-west direction and is to the north in the County of San Bernardino; and Interstate 215 (I-215) travels north-south to the east of the City. The Santa Ana River generally forms the City’s southern boundary.

4.2.2 Regional Planning Considerations

4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

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 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 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 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;

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increasing 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.

The RTP/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 RTP/SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.9, *Land Use and Planning*.

4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The City is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources and are regulated by federal and state law and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which Ambient Air Quality Standards (AAQS) have been developed are known as criteria air pollutants—ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated as nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM₁₀ under the California AAQS.¹ The proposed project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

¹ CARB approved SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

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AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent emissions (MMTCO₂e) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years. In 2015, the governor signed Executive Order B-30-15 into law, establishing a GHG reduction target for year 2030, which was later codified under SB 32 (2016). The 2016-2017 update to the Scoping Plan addresses the 2030 target of a 40 percent below 1990 levels.

In 2008, SB 375 was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). In addition, SB 375 requires CARB to update the targets for the MPOs every eight years. The targets as set by CARB in 2010 for the SCAG region are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). Per the SCAG 2016-2040 RTP/SCS, adopted on April 7, 2016, the region will meet or exceed the 2010 passenger per capita targets (SCAG 2016). The updated targets for the SCAG region as set by CARB in March 2018 are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). These targets became effective on October 1, 2018 and are applicable for the 2019 RTP/SCS update being initiated by SCAG.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.6, *Greenhouse Gas Emissions*.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

4.3.1.1 PROJECT LOCATION

The project site is approximately 302.8 acres and encompasses the former Riverside Cement Plant in the northeast quadrant of the City of Jurupa Valley. The site is bounded by Rubidoux Boulevard to the west, El Rivino Road and the San Bernardino/Riverside County line to the north, Hall Avenue to the east, and West Riverside Canal to the south (see Figure 3-2, *Local Vicinity*).

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4.3.1.2 EXISTING LAND USES

Onsite Uses

The Riverside Cement Plant was in operation from 1906 until 2014. The plant facility for cement and cement products manufacturing included several former quarries for the mining of limestone 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 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 Uses

Surrounding land uses directly adjacent to the project site include industrial uses and single-family residences to the north in the City of Rialto; vacant land and industrial uses to the east along Hall Avenue and to the west along Rubidoux Boulevard; and industrial and public facilities (solid waste transfer station) uses to the south across the Canal and Agua Mansa Road. (see Figure 4-1 *Surrounding Land Use*).

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

4.3.2 Local Planning Considerations

4.3.2.1 GENERAL PLAN

The City of Jurupa Valley General Plan Land Use Element includes a citywide land use plan that designates the entire project site Business Park-Specific Plan (BP-SP) (Jurupa Valley 2017). The BP designation allows employee-intensive uses, including research and development, technology centers, corporate offices, clean industry, and supporting retail uses. The Specific Plan overlay requires preparation of a specific plan before an area can be further developed.

4.3.2.2 ZONING

Under the Jurupa Valley Land Use Ordinance, the majority of the project site is zoned Manufacturing-Heavy (M-H). The northeast corner of the site is zoned Manufacturing-Service Commercial (M-SC).

Figure 4-1 - Surrounding Land Use
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 Agua Mansa Commerce Park Specific Plan Area Boundary
 Other Cities

0 1,300
Scale (Feet)



Source: Google Earth Pro, 2019

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4.3.2.3 AGUA MANSA INDUSTRIAL CORRIDOR SPECIFIC PLAN

The project site is within the Agua Mansa Industrial Corridor Specific Plan (AMICSP), also called Agua Mansa Specific Plan No. 210, and designated Heavy Industrial in the AMICSP land use plan. This category of use is consistent with the current development on the project site. Areas designated for Heavy Industrial can be utilized for manufacturing, resource extraction, compounding of material, packaging, treatment, processing, or assembly of goods (Willdan & Williams 1986). The AMICSP, adopted in 1986, was funded jointly by the counties of San Bernardino and Riverside and the cities of Colton and Rialto and applies to all participating jurisdictions. In 2011, the City of Jurupa Valley incorporated and absorbed the area that was previously in Riverside County's jurisdiction. The Agua Mansa Commerce Park Specific Plan would replace this designation for the proposed site.

4.3.2.4 MIRA LOMA WAREHOUSE AND DISTRIBUTION CENTER OVERLAY

The Mira Loma Warehouse and Distribution Center Overlay (MLO) is in the northwest section of the City (see Figure 3-1, *Regional Location*) and consists primarily of large logistics warehouses with storage, loading, and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic and includes some small-scale retail commercial and services adjacent to a small residential neighborhood. This overlay is designed to limit the locations of logistics and similar supply-chain uses to the MLO area. The proposed project site is outside the MLO. A general plan amendment is required to allow warehousing and distribution uses outside the MLO (Jurupa Valley 2017).

4.3.3 Environmental Resources and Infrastructure

4.3.3.1 CLIMATE AND AIR QUALITY

The project site is approximately 40 miles inland from the Orange County coast in the central portion of the SoCAB. The climate in the SoCAB is mild and tempered by cool ocean breezes. Temperatures are normally mild (62° to 72°F), with rare extremes above 100°F or below freezing (32°F). Precipitation is typically 9 to 15 inches annually in the SoCAB. The county gets an annual rainfall of about 11 inches.

However, the year 2013 marked the driest year in recorded state history and led Governor Edmund G. Brown Jr. to proclaim a state of emergency regarding the dry conditions throughout California. The drought conditions led to extended months of high temperatures with little to no precipitation throughout the SoCAB. Governor Brown issued several Executive Orders addressing drought, including Executive Orders B-29-2015, calling for a 25 percent statewide reduction in urban potable water use, and B-37-16, which sets actions to use water more wisely, eliminate water waste, strengthen local drought resilience, and improve agricultural water use efficiency and drought planning. The Governor ended the drought state of emergency in the SoCAB in April 2017, but maintained water reporting requirements and prohibitions on wasteful practices, such as watering during or right after rainfall (CalOES 2017).

The SoCAB is designated as nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM₁₀

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under the California AAQS. Additional information regarding air quality and climate change regulations affecting Jurupa Valley is provided in Section 4.2.2, *Regional Planning Considerations*, above.

Project impacts on climate and air quality conditions in the City are analyzed in Sections 5.2, *Air Quality*, and 5.6, *Greenhouse Gas Emissions*, of this DEIR.

4.3.3.2 BIOLOGICAL RESOURCES

The project site is predominantly developed with the former Riverside Cement Plant and quarry, which is now filled with water, forming Crestmore Lake (see Figure 3-3 *Aerial Photograph*). There are also several sensitive natural communities onsite, including the southern cottonwood willow riparian forest, southern riparian scrub, southern riparian forest, southern willow scrub, and southern sycamore alder riparian woodland. Several special-status plant and animal species also have the potential to occur on the project site based on habitat requirements and geographic ranges. The site is also within a predetermined survey area for narrow endemic plant species, least Bell's vireo, southwestern willow flycatcher, burrowing owl, and Delhi sands flower-loving fly. Further, the site contains jurisdictional features potentially regulated by the US Army Corps of Engineers and California Department of Fish and Wildlife.

Additional information regarding the project site's biological resources and its project-related impacts are provided in Section 5.3, *Biological Resources*.

4.3.3.3 GEOLOGY AND LANDFORM

Jurupa Valley is within the fault-bounded, northwest-southeast trending Perris Block in the Peninsular Ranges geomorphic province of California. The Perris Block is bounded on the east by the San Jacinto Fault Zone, on the north by Cucamonga Fault Zone, and on the west by Elsinore Fault Zone.

The project site is in the eastern end of the Jurupa Mountains on the south side of the San Bernardino Valley. Quarrying and subsurface mining activities were initiated in 1906 to mine the limestone within the southern portion of the site. Prior to quarrying, the limestone was present as two generally irregular, roughly parallel, lenticular limestone bodies dipping primarily east-northeast. The upper (shallower) and lower (deeper) limestone bodies are referred to as Sky Blue and Chino Limestones, respectively. The limestone is coarsely crystalline, associated with metamorphosed sediments, enveloped and cut by intrusive igneous rocks and contact metamorphic minerals.

The site is underlain by a variety of geologic units, including Holocene to late Pleistocene age, eolian deposits consisting of unconsolidated, gray to tan, massive, fine grained sand forming stabilized dunes. The northern portion of the site is underlain by Holocene to late Pleistocene age, young alluvial fan deposits consisting of unconsolidated, gray, cobbly and bouldery alluvium of Lytle Creek fan. The western, southern, and eastern portions of the site are underlain by two geologic units consisting of artificial fill and intermixed tonalite marble and schist. The artificial fill consists of uncompacted and undocumented fill from mining operations, cement kiln dust, and unconsolidated talus deposits.

Additional information regarding the project site's geology and its project-related impacts are provided in Section 5.5, *Geology and Soils*.

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4.3.3.4 HYDROLOGY AND WATER QUALITY

The City of Jurupa Valley is within the Upper Santa Ana Watershed of the Santa Ana River Basin Region, which is a group of connected inland basins and open coastal basins drained by surface streams flowing generally southwestward to the Pacific Ocean.

The project site is directly tributary to the Santa Ana River via existing infrastructure owned and operated by the Riverside County Flood Control and Water Conservation District. The infrastructure includes the Belltown Market Street Storm Drain system, the Agua Mansa Brown Avenue Storm Drain, Wilson Street Storm Drain and Laterals, and Outlet Erosion Control Basins. Approximately 172 acres of the project site are tributary to the Belltown Market system, 22 acres are tributary to the Agua Mansa Brown Avenue system, and 91 acres are retained within the site. There are no existing storm drains onsite; therefore, current stormwater runoff by sheet flow is drained southerly toward Agua Mansa Road.

Refer to Section 5.8, *Hydrology and Water Quality*, for additional information regarding hydrological conditions and an analysis of project impacts on hydrology and water quality.

4.3.3.5 NOISE

Community noise levels are measured in terms of the “A-weighted decibel” (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels to the frequency response of the human ear. The noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted decibel. Noise levels in the project area are influenced primarily by motor vehicle traffic along El Rivino Road, Agua Mansa Road, and Rubidoux Boulevard. Noise from existing industrial uses surrounding the project site also adds to the noise levels in the project area.

Refer to Section 5.11, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

4.3.3.6 PUBLIC SERVICES AND UTILITIES

Fire Services

The Rubidoux Community Services District (RCSD) contracts fire and emergency medical services with the California Department of Forestry and Fire Protection (CAL FIRE) and Riverside County Fire Department (RCFD). Four CAL FIRE/RCFD stations are within the City limits. Rubidoux Station 38 at 5722 Mission Boulevard is the first-in station closest to the site.

Police Services

Jurupa Valley contracts police services from the Riverside County Sheriff’s Department. The Sheriff’s station is at 7477 Mission Boulevard west of the project site.

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Parks and Recreation Services

Park services are provided by Riverside County Regional Park and Open-Space District and the Jurupa Area Recreation and Park District. The closest park facility to the project site is Avalon Park at 2500 Avalon Street about 1.0 mile south of the site.

Water

The project site is adjacent to the RCSD service boundary. As part of the proposed project, the site would be annexed into RCSD's boundary through an approval by the Riverside County Local Agency Formation Commission (LAFCO). Upon approval by LAFCO, RCSD would provide water conveyance and supply services to the site.

Wastewater

RCSD would also provide wastewater services to the project site once LAFCO approves the project's proposed annexation into RCSD's service boundary. Wastewater generated onsite would be treated at the City of Riverside Water Quality Control Plant and the Western Riverside County Regional Wastewater Authority's treatment plant.

Solid Waste

Burrtec and Waste Management provide solid waste collection services to the City and project site through the RCSD. Solid waste is hauled to and disposed at landfills operated by Riverside County Department of Waste Resources, primarily at the Badland Sanitary Landfill in Moreno Valley and the El Sobrante Landfill in Corona.

Dry Utilities

Southern California Edison provides electricity services to the project site, and Southern California Gas Company provides natural gas services to the site.

Sections 5.13, *Public Services*, 5.14, *Recreation*, and 5.17, *Utilities and Service Systems*, provide additional info regarding existing public service, recreation, and utilities conditions. An analysis of project-related impacts is also provided in each section.

4.3.3.7 SCENIC FEATURES

Land uses surrounding the project site include vacant land, industrial businesses, and single-family residences. The Jurupa Mountains located further west of the project site have dramatic sloping terrain that provides a natural scenic backdrop for the communities of Crestmore Heights and Belltown and can also be seen from the project site.

Onsite, the closed Riverside Cement Plant and associated buildings occupy the northern half of the site while several limestone quarries occupy the southern portion. The Chino Quarry is a prominent feature onsite and was formerly used for mining as the Crestmore Mine. Today, it has flooded and formed Crestmore Lake (see

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Figure 3-3 *Aerial Photograph*). The lake is a north-south orientated excavation, flanked by slopes with gradients ranging between 33 degrees to subvertical. These slopes are referred to as Skyblue Hill.

Refer to Section 5.1, *Aesthetics*, for additional information concerning existing scenic features, vistas, and resources, and an analysis of project-related impacts.

4.3.3.8 TRANSPORTATION AND TRAFFIC

The nearest freeways to the project site are SR-60 to the south, I-15 to the west, I-10 to the north, and I-215 to the southeast. Interstates and highways on the Riverside County Congestion Management Program (CMP) system near the project site include I-215 and SR-60. Principal arterials on the County's CMP system near the project site include Rubidoux Boulevard/Market Street and Agua Mansa Road (RCTC 2011).

Public transit in Jurupa Valley is provided by Riverside Transit Agency (RTA). The closest bus stops to the project site are located to the north and south along Rubidoux Boulevard via Route 29, which has roughly 50-minute service intervals starting as early as 5:00 a.m. and ending as late as 8:30 a.m. There is also a Metrolink station (Pedley Station) in the City approximately 6.4 miles southeast of the site.

There are no paved sidewalks or bike lanes along either side of the segments of Rubidoux Boulevard and El Rivino Road that border the project site's western and northern boundary, respectively. Agua Mansa Road to the south also does not have any paved sidewalks or bike lanes on the side closest to the project site; however, the southern side of the road has a paved sidewalk.

Refer to Section 5.15, *Transportation and Traffic*, for additional information concerning existing transportation facilities and traffic conditions and an analysis of project-related impacts.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

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

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The cumulative impact analysis in this EIR uses both methods as described more specifically in each cumulative impact section. The geographic area in which cumulative impacts are considered varies between sections in Chapter 5, *Environmental Analysis*, of this EIR, and is identified in the *Cumulative Impacts* subsection of each section of Chapter 5. For instance, for utilities and service systems, the area considered is the service area of each utility provider. The geographic scope of air quality is the South Coast Air Basin, which is the air basin where the project site is located.

Table 4.1 shows approved and pending projects in the City of Jurupa Valley within a two-mile radius of the proposed project. The table specifies dwelling units and the nonresidential area associated with the projects. Figure 4-2 gives a graphical representation of the project locations.

Table 4.1 City of Jurupa Valley Related Approved and Pending Projects Within 2-Miles of the Proposed Project

ID	Project	Land Uses	Dwelling Units	Nonresidential Area (acres)
CITY OF JURUPA VALLEY – Approved projects¹				
JVA1	Market Street Commercial	Shopping center		0.3
JVA2	Avalon Court	Single-family residential	24	
JVA3	Emerald Ridge South	Single/multifamily residential	215	
JVA4	Emerald Ridge North	Single-family residential	184	
JVA5	West Riverside Landfill Solar	Solar farm		74
JVA6	Inland Empire Cold Storage	Cold storage		1
JVA7	Highland Park Highland Park 2	Single-family residential	398 34	
CITY OF JURUPA VALLEY – Pending projects¹				
JVP1	Rubidoux Commercial Development LLC	Industrial		7
JVP2	New Rio Vista Specific Plan 2016	Single/multifamily residential, with a school site, parks and open space	1,299	600 open space
JVP3	RCSD Headquarters	Commercial		0.8
JVP4	Bailey Building	Industrial		0.8
JVP5	Carson Companies	Warehouses		7.7
JVP6	Kiewit	Industrial		1.5
Total Warehousing Industrial			2,154	693.1 7.7 10.3

¹ Source: Tam 2018.

In addition to the projects shown in Table 4.1, potential cumulative impacts due to new projects beyond the City boundary, have also been addressed in the traffic impact analysis (TIA). A list of related projects in surrounding jurisdictions is provided in Table 4.2. The location of these projects is shown in Figure 4-3, *Cumulative Projects, Surroundings Jurisdiction*.

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Table 4.2 Cumulative Projects – Surrounding Jurisdictions

ID	Project	Land Uses	Jurisdiction	Dwelling Units	Nonresidential Area (acres)
SB1	Bloomington Phase 1 Project	Apartments, senior living, and library	Unincorporated San Bernardino County	196	0.2
SB2	Bloomington Business Center	Warehouses	Unincorporated San Bernardino County		8.2
SB3	Slover High-Cube Warehouse	Warehouses	Unincorporated San Bernardino County		16
SB4	Thrifty Oil	Warehouses	Unincorporated San Bernardino County		8.5
SB5	Cedar Avenue Technology Park	Warehouses	Unincorporated San Bernardino County		4.2
SB6	Slover/Cactus Warehouse	Warehouses	Unincorporated San Bernardino County		5.9
SB7	Dollar Store	Commercial	Unincorporated San Bernardino County		0.2
SB8	Single Family Residential	Single-family residential	Unincorporated San Bernardino County	22	
SB9	Western Realco	Warehouses	Unincorporated San Bernardino County		15.5
F1	West Valley Logistics Center	Warehouses	City of Fontana		82.6
SB10	Rialto Commerce Center	Warehouses	Unincorporated San Bernardino County		84
C1	Southwest Regional Operations Center	Offices	City of Colton		2.9
SB11	Bloomington 167	Single-family residential	Unincorporated San Bernardino County	167	
R1	I-10/60 Logistics Center	Warehouses	City of Rialto		56.7
C2	Agua Mansa Commerce Center	Warehouses	City of Colton		10.3
C3	Agua Mansa Commerce Center	Warehouses	City of Colton		6.9
C4	Agua Mansa Logistics Center	Warehouses	City of Colton		18.6
C5	Roquet Ranch Specific Plan	Mixed-use residential/commercial/ Park	City of Colton	1,050	0.7
R1	Center Street Warehouse	Manufacturing	City of Riverside		7
JV1	Palm Communities	Multifamily residential	City of Jurupa Valley	49	
R2	4253 Fairgrounds Street, 3630 Fairmont Street, 3105 Market Street,	Warehouses, hotel, apartments	City of Riverside	385	0.3
JV2	Mission Gateway Plaza and Villas	Mixed-use residential/commercial	City of Jurupa Valley	68	0.8
SB12	Agua Mansa High Cube Warehouse	Warehouses Industrial	Unincorporated San Bernardino County		11 0.7
Total Warehousing Industrial				1,971	341.2 328.7 7.7

¹ Source: Gandini 2018.

Under the 2017 General Plan, the City will experience incremental conversion of vacant land in various locations of the City based on market conditions over the years. The projected growth conditions in the City

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by 2035 include conversion of a total of 4,494 acres of vacant developable land, which is 16.1 percent of the total City area. If development occurs at a regular pace, that would equal roughly 236.6 acres or 5 percent per year for approximately 19 years (2016 to 2035). 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). Projections for residential and nonresidential buildout projections are shown in Table 4-3.

Table 4-3 City of Jurupa Valley General Plan Buildout Projections

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

Source: Jurupa Valley 2017.

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

Following is a summary of the approach and extent of cumulative impacts, which are further detailed in each topical environmental section:

- **Aesthetics.** Cumulative impacts consider the potential for the project and related projects to impact scenic resources in the City, including scenic viewsheds and landforms, open space, and assessment of area-wide vistas (e.g., Jurupa Mountains).
- **Air Quality.** Air quality impacts are both regional impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the South Coast Air Basin.
- **Biological Resources.** Cumulative biological resources impacts consider regional habitat loss, protected species, and wildlife corridors. The area considered for cumulative impacts is the Western Riverside Multiple Species Habitat Conservation Plan area.
- **Cultural Resources.** Cumulative impacts consider the potential for the proposed project in conjunction with related development projects to result in compounded impacts on cultural resources in the area within a one-half-mile radius for historical, archaeological, and paleontological resources.
- **Geology and Soils.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts.
- **Greenhouse Gas (GHG) Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the cumulative analysis in this DEIR analyzes the project's cumulative contribution to GHG emissions impact.

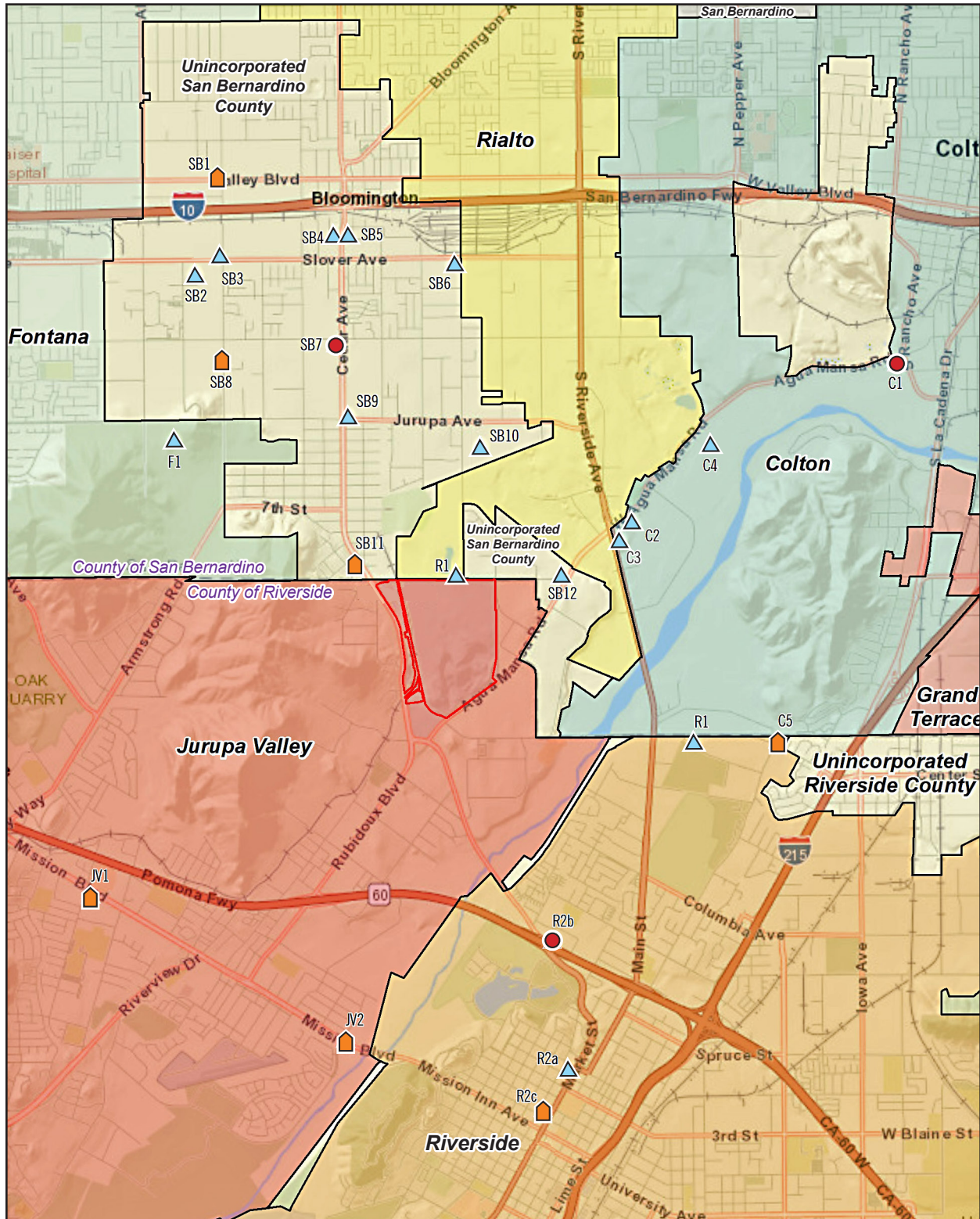
Figure 4-2 - City of Jurupa Valley Cumulative Projects Within 2-Miles of the Proposed Project
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Figure 4-3 - Cumulative Projects - Surrounding Jurisdictions
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Agua Mansa Commerce Park Specific Plan Area Boundary

City Boundary

Residential/Mixed Use

Commercial

Warehousing/Industrial

0 5,000
Scale (Feet)



Source: ESRI, 2019

PlaceWorks

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- **Hazards and Hazardous Materials.** The cumulative impact for hazards and hazardous materials is based on the Riverside County’s Environmental Health Department (RSEHD) service area. The RSEHD is the Certified Unified Program Agency (CUPA) for Jurupa Valley.
- **Hydrology and Water Quality.** Cumulative hydrological impacts are based on the boundaries of the Upper Santa Ana River Watershed, and runoff impacts are based on the Riverside County Flood Control and Water Conservation District’s service area.
- **Land Use and Planning.** Cumulative impacts are based on jurisdictional boundaries and related plans, including the City of Jurupa Valley General Plan, regional land use plans, and SCAG’s RTP/SCS.
- **Mineral Resources.** Cumulative mineral resources impacts are based on the San Bernardino Production-Consumption (P-C) Region. P-C regions were selected such that the majority (95 percent) of the construction aggregate produced in the region is consumed in the region.
- **Noise.** Cumulative noise impacts are based on the traffic study, which considers the regional growth based on citywide and regional projections.
- **Population and Housing.** Cumulative impacts are based on regional demographic patterns identified in regional plans, including the City of Jurupa Valley General Plan and SCAG’s RTP/SCS.
- **Public Services.** Cumulative impacts are based on potential related development within each service provider’s boundaries—CAL FIRE/RCFD and Riverside County Sheriff’s Department.
- **Recreation.** Cumulative impacts are assessed relative to the City of Jurupa Valley parkland standards and cumulative impacts to the Riverside County Regional Park and Open-Space District and the Jurupa Area Recreation and Park District.
- **Transportation and Traffic.** The traffic study considers both project-specific impacts and the project’s cumulative contribution to traffic in the project vicinity. To assess cumulative traffic conditions, existing traffic is combined with project trips, regional ambient growth, and trips generated by the projects specified in Table 11 of the Traffic Study.
- **Tribal Cultural Resources.** Cumulative impacts related to tribal cultural resources are based on the local Native American tribes’ culturally significant areas and include, but are not limited to, cultural landscapes and regions, specific heritage sites, and other tribal cultural places.
- **Utilities and Service Systems.** Cumulative impacts related to water supply and distribution systems and wastewater conveyance and treatment would be contiguous with the Rubidoux Community Services District’s service area. Cumulative impacts related to stormwater drainage would be contiguous with Upper Santa Ana River basin hydrologic units. Solid waste collection services would be contiguous with the Waste Management and Burrttec service area, and landfill services would be contiguous with the Riverside County Department of Waste Resources service area. Cumulative impacts to natural gas and electricity services

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would be contiguous with the Southern California Gas Company and Southern California Edison service areas, respectively.

Please refer to Chapter 5, *Environmental Analysis*, of this DEIR for a discussion of the cumulative impacts for each environmental resource area.

4.5 REFERENCES

- California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan: A Framework for Change.
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- California Governor's Office of Emergency Services (CalOES). 2017, April 7. Governor Brown Lifts Drought Emergency, Retains Prohibition on Wasteful Practices. <http://www.oesnews.com/governor-brown-lifts-drought-emergency-retains-prohibition-on-wasteful-practices/>
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- Southern California Association of Governments (SCAG). 2016 April 7. Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>.
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