

**California Environmental Quality Act (CEQA)**

**Initial Study  
The Shops at Jurupa Valley**

**City of Jurupa Valley Master Application MA 20035**

**Change of Zone No. 20001  
Conditional Use Permit No. 20001  
Tentative Parcel Map No. 37890  
Site Development Permit No. 20018**



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**October 6, 2020**

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## 1. Finding

Based on this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be recommended for adoption.

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project Applicant. A MITIGATED NEGATIVE DECLARATION will be recommended for adoption.

☐

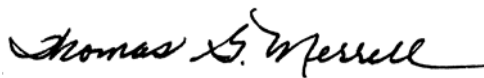
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to all applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures are imposed upon the proposed Project, nothing further is required.

☐

Signature

Thomas G. Merrell, AICP, Planning Director

Printed Name/Title

City of Jurupa Valley

Agency

October 6, 2020

Date

## 2. Introduction

### 2.1 Purpose of the Initial Study

While it has been determined that an Environmental Impact Report (EIR) will be required for the Project, the purpose of this Initial Study document is to identify those environmental impacts that have either no impact or a less than significant impact on the environment, thus allowing the EIR to be focused on the impacts determined to be potentially significant or significant.

This document in its entirety is an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resources Code §21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §15000, et seq.).

### 2.2 Summary of Environmental Impacts to be Evaluated in the EIR

Table 2.2.1 identifies the environmental issues that, pursuant to the findings of this Initial Study, have been determined to have a potentially significant or a significant impact that will be evaluated in the EIR. Additional issues or concerns that may be raised pursuant to the EIR Notice of Preparation (NOP) process and/or scoping meeting conducted for the Project will also be evaluated and addressed in the EIR.

**Table 2.2.1 Summary of Environmental Impacts to be Addressed in the Initial Study**

Environmental Topic Section	Threshold	Description of Impact
4.1 Aesthetics	1 c) Conflict with applicable zoning and other regulations governing scenic quality?	Height and size of freeway pylon signs.
4.3 Air Quality	3 a-c) Conflict with or obstruct implementation of the applicable air quality plan; Violate any air quality standard or contribute substantially to an existing or projected air quality violation; Result in a cumulatively considerable net increase of any criteria?	NO <sub>x</sub> emissions exceed SCAQMD thresholds. All other air quality impacts will also be evaluated.
4.4 Biological Resources	4 a) Candidate, sensitive, or special status species; 4.4 (b) riparian habitat; 4.4 (c) wetlands; and 4.5 (f) consistency with habitat conservation plan.	If the Pyrite Chancel is undergrounded, it may affect biological resources.
4.9 Hazards and Hazardous Materials	9 b) Reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	The Project Site is located in a well monitoring area for the Stringfellow Hazardous Waste Site – Plant Operation and Monitoring (60002365) cleanup program.
4.10 Land Use and Planning	10 b) Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	The Project may be in conflict with SCAQMD 2016 Air Quality Management Plan; Western Riverside County MSHCP; SB743 for Vehicle Miles Traveled (VMT).

Environmental Topic Section	Threshold	Description of Impact
4.17 Transportation	17 b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	The Project increases VMT by 13,033 trips. Therefore, the Project's net VMT per employee exceeds the City's average VMT.
4.18 Tribal Cultural Resources	18 a-b) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; and/or a resource determined to be significant to a California Native American tribe?	Based on responses received from the Gabrieliño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians, it has been determined that the Project site may contain tribal cultural resources as defined by Public Resources Code § 21074 that may be of importance to these Tribes.
4.19 Utilities and Service Systems	19 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	The installation of the utilities and service systems have the potential to result in significant environmental impacts to the environmental topics evaluated in the EIR.

### 3. Project Description/Environmental Setting

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#### 3.1 Project Location

Northeast corner of Mission Boulevard and Pyrite Street APNs 171-020-001, 171-020-002, 171-020-025 (combined 32.94 acres) (see [Figure 3.1](#), Regional Location Map; [Figure 3.2](#), Vicinity Location Map/Aerial Photo; and [Figure 3.3](#), Illustrative Site Plan).

#### 3.2 Project Description

The Project is proposing an approximately 250,000-square-foot commercial shopping center with a variety of retail, commercial, restaurants, carwash, and visitor-serving commercial uses as described in detail below. To implement the proposed Project, the following discretionary permit applications are required.

##### Change of Zone (CZ) No. 20001

Change of Zone from C-P-S (Scenic Highway Commercial) and A-1 (Light Agriculture) to C-1/C-P (General Commercial).

##### Tentative Parcel Map (TPM) No. 37890

Subdivide 33 acres into 19 parcels to accommodate the lease or sale of Buildings 1-19.

##### Conditional Use Permit (CUP) No. 20001

Required for the convenience store, including the sale of motor vehicle fuel. Gasoline service stations with the concurrent sale of beer and wine for off-premises consumption.

##### Site Development Permit (SDP) No. 20018

250,000-square foot-commercial shopping on 32 acres consisting of the following land uses:

- 12 pump gas station with 3,500-square feet convenience store
- 4,800 square feet single-tunnel car automated car wash
- 151,300 square feet general retail
- 18,400 square feet fast food with drive thru
- 46,000 square feet general office
- 26,000 square feet hotel with 60 rooms

At this time, specific tenants have not been identified. In the event future plans exceed the building intensity described above, further CEQA review may be required.



Figure 3.1 Regional Location Map

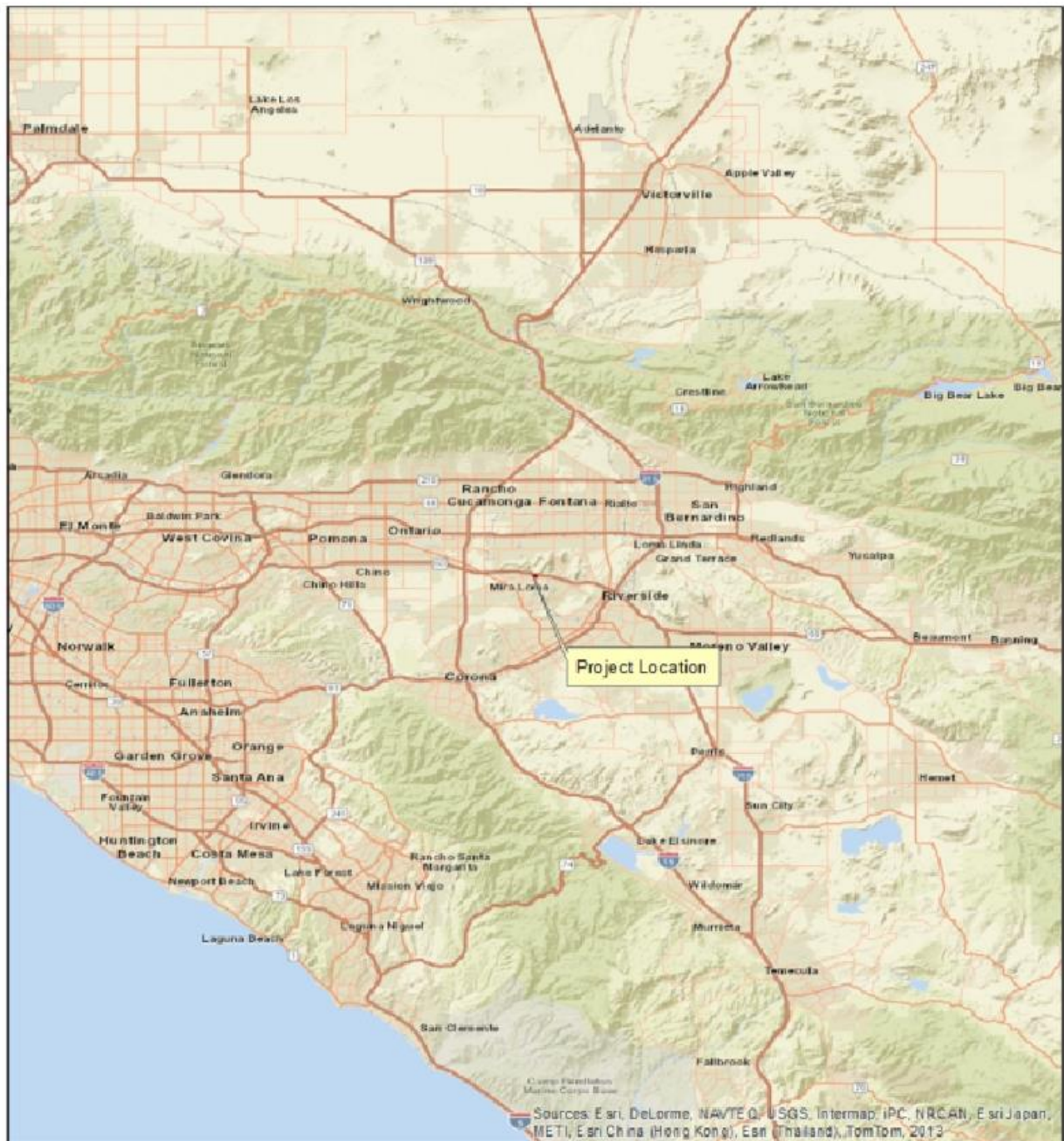
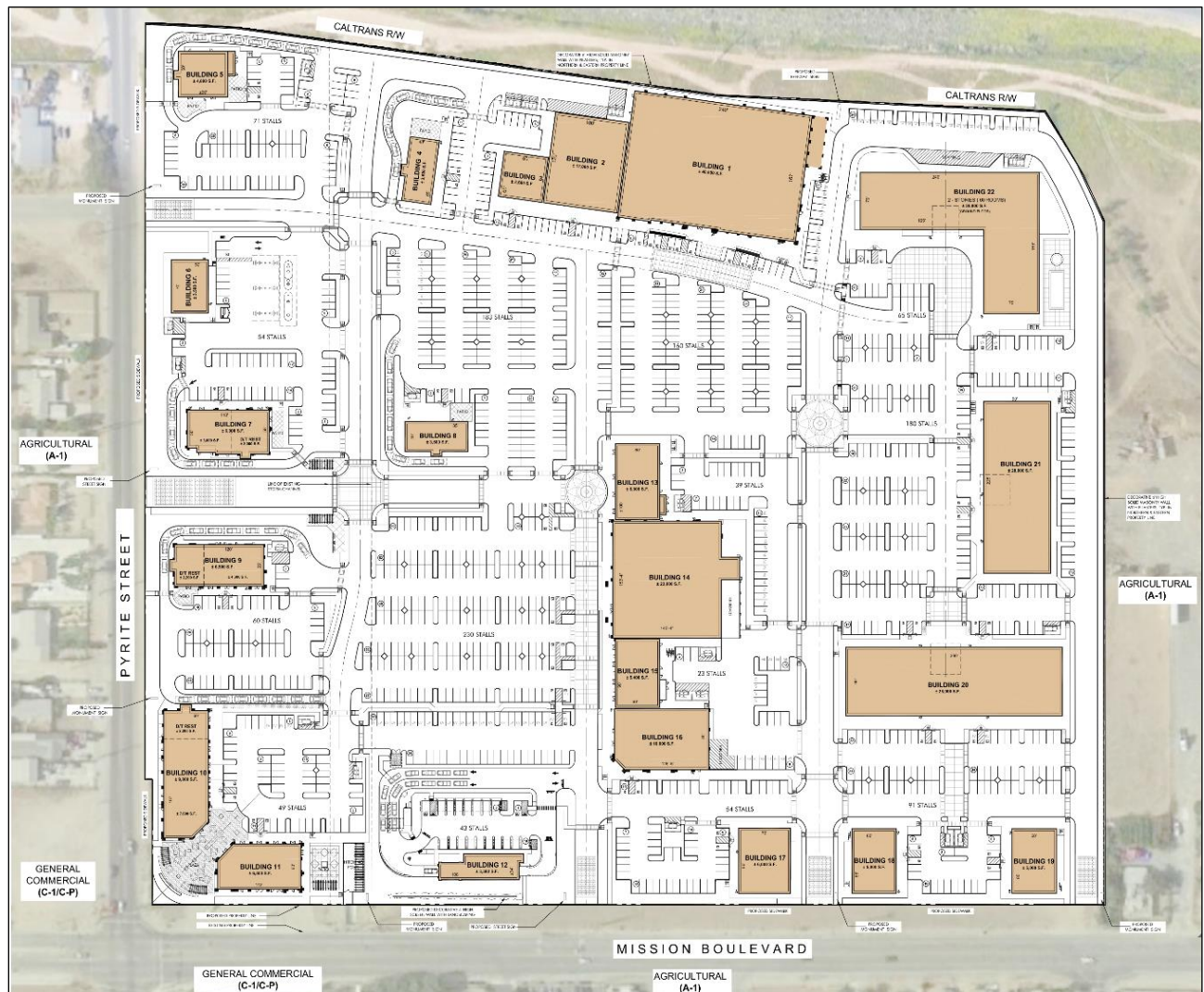




Figure 3.2 Vicinity Location Map/Aerial Photo



Figure 3.3 Illustrative Site Plan



Source: McKently Malak Architects, May 26, 2020

### 3.3 Proposed Improvements

#### Street Improvements and Access

Mission Boulevard will be improved with new pavement, meandering sidewalk, and concrete curb and gutter within a half-width 76-foot right of way adjacent to the southern boundary of the site. In addition, a Class III Bike Route per the City's Circulation Master Plan for Bicyclists & Pedestrians will be delineated. Pyrite Street will be improved with new pavement, sidewalk, and concrete curb and gutter within a half-width 40-foot right of way adjacent to the western boundary of the site.

Site access is planned driveway(s) on Pyrite Street and Mission Boulevard.

#### Water and Sewer Improvements

Water: The Project will connect to the existing 12-inch-diameter water line in Mission Boulevard and the existing 12-inch-diameter water line in Pyrite Street adjacent to the site.

Sewer: The Project will connect to the existing 8-inch-diameter sewer line in Mission Boulevard and the existing 8-inch-diameter sewer line on Pyrite Street adjacent to the site.

#### Drainage Improvements

The Project site is bisected by Pyrite Channel, an existing Riverside County Flood Control channel. The open channel will be converted into a 12'x6' reinforced concrete box underground structure. The site will be designed with two drainage areas. Each drainage area will have a separate underground storm drain system that will connect to the concrete box structure at the southern boundary. Before water quality flows enter the concrete box structure, they will be diverted to underground detention and infiltration systems. In addition, vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems. A more detailed description of the Project's proposed storm drain system is provided in Section 4.10, Hydrology and Water Quality.

### 3.4 Environmental Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines §15125[a]). Thus, the environmental setting for the Project is the date that the Project's Notice of Preparation was published October 9, 2020. On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in Table 3.4.1.

**Table 3.4.1 Adjacent Land Uses, General Plan Land Use Designations, and Zoning Classifications**

Location	Current Land Use	General Plan Land Use Designation	Zoning
Site	Vacant land	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial); C-1/C-P (General Commercial); and A-1 (Light Agricultural)
North	Vacant land followed by SR-60	SR-60	SR-60
South	Mission Boulevard followed by a mobile home park and commercial development	Commercial Retail (CR) Medium Density Residential (MDR) High Density Residential (HDR)	C-P-S (Scenic Highway Commercial); C-1/C-P (General Commercial); and A-1 (Light Agricultural)
East	Plant nursery, outdoor storage of vehicles, and vacant land	Business Park (BP)	A-1 (Light Agricultural)
West	Pyrite Street followed by residential development	Commercial Retail (CR) Medium Density Residential (MDR)	C-P-S (Scenic Highway Commercial); and A-1 (Light Agricultural)

Source: City of Jurupa Valley-General Plan Land Use Map August 2020, Google Earth Pro

A review of aerial imagery from Google Earth indicates that the property has been a vacant lot since at least 1994. Current disturbances include homeless encampments, foot traffic, off-road driving, and minor trash dumping. The surface cover is composed of barren areas and ruderal (weedy) plant community. The ruderal plant community is found throughout the property except on the areas disturbed by off-road vehicle use. Mission Boulevard is a paved 4-lane roadway with no curb, gutter, or sidewalk adjacent to the southern boundary of the site. Pyrite Street is a paved 2-lane roadway with no curb, gutter, or sidewalk adjacent to the western boundary of the site. Additional site details are provided under each environmental topic evaluated in this Initial Study as appropriate. Site photographs are provided in Figures 3.4 and 3-5 on pages 3-6 and 3-7.



**Figure 3.4**      **Site Photos 1 & 2**



Photo 1. East-west road bisecting the property. Looking west.



Photo 2. Ruderal grassland on the site. Looking north towards the Jurupa Mountains.

**Figure 3.5      Site Photos 3 & 4**



Photo 3. Ruderal vegetation. Looking south-southwest from the center of the property. Note the density of cover.



Photo 4. Ruderal vegetation in the eastern half of the property.



## 4. Environmental Analysis

The Project is evaluated based on its potential effect on 20 environmental topics categorized below, as well as Mandatory Findings of Significance.

### Environmental Topics Analyzed in the Initial Study

Aesthetics	Mineral Resources
Agriculture & Forestry Resources	Noise
Air Quality	Population & Housing
Biological Resources	Public Services
Cultural Resources	Recreation
Energy	Transportation
Geology & Soils	Tribal Cultural Resources
Greenhouse Gas Emissions	Utilities and Service Systems
Hazards & Hazardous Materials	Wildfire
Hydrology & Water Quality	Mandatory Findings of Significance
Land Use & Planning	

Source: Appendix G of the CEQA Guidelines

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

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

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

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



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

## 4.1 Aesthetics

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.1. Aesthetics: Would the project: a) Have a substantial adverse effect on a scenic vista?			✓	

*Significance Criteria:* If the Project is located adjacent to a scenic corridor as identified by General Plan Figure 4-23, would the project substantially block views of a scenic vista that is visible from public places (e.g. parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space)?

### Impact Analysis

#### Plans, Policies, and Programs

The following applies to the Project and would reduce impacts related to blocking scenic vistas. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance.

PPP 4.1.1 As required by Municipal Code section 9.115.040 (3, no building or structure shall exceed fifty (50) feet in height, unless a greater height is approved pursuant to Section 9.240.370. In no event, however, shall a building or structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270.

PPP 4.1-2 As required by the General Plan Land Use Element Table 2.4, the Floor Area Ratio (FAR) shall not exceed 0.20 - 0.35.

According to the General Plan,<sup>1</sup> scenic vistas are points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes. As it pertains to the Project, the Jurupa Hills are located approximately 0.5 miles northeast of the Project site and are considered to be a scenic vista. Public views of the Jurupa Hills are primarily from motorists, pedestrians, and bicyclists traveling eastbound on Mission Boulevard and northbound on Pyrite Street.

The proposed Project is a shopping center that would result in the construction of 19 separate buildings over a 32-acre site. The overall building coverage is 47% of the site. The height of the retail buildings varies from 23 feet to 26 feet with tower elements reaching a maximum height of 30 feet to 38 feet. The hotel building is 45 feet high.

The Project may partially block some views of the Jurupa Hills from motorists, pedestrians, and bicyclists traveling eastbound on Mission Boulevard and northbound on Pyrite Street; however, blocked views would be limited to the lower portions of the hills, because given the distances between buildings and the configuration of the parking lots, unobstructed view corridors of the hills will still be available.

Based on the analysis above, no public views of a scenic vista would be significantly or permanently blocked with implementation of PPP 4.1.1 and 4.1.2.

#### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

1 City of Jurupa Valley, General Plan Conservation and Open Space Element, 2017, page 4-43

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.1. Aesthetics: Would the project: b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓

*Screening Criteria:* If the project is not located adjacent to a roadway identified in General Plan Figure 4-23, it may be presumed to have no impact absent substantial evidence to the contrary.

*Significance Criteria:* The project is located within a state scenic highway corridor pursuant to the Streets and Highways Code, Sections 260 through 263 and the project will damage trees, rock outcroppings, and historic buildings.

## Impact Analysis

According to the California Department of Transportation, State Route 60 adjacent to the Project site is not designated as a State Scenic Highway.<sup>2</sup> As such, there is no impact. In addition, according to the General Plan, the Project site is not located within or adjacent to a scenic corridor or roadway.<sup>3</sup>

## Level of Significance

No impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.1. Aesthetics: Would the project: c) If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?	✓			

*Significance Criteria:* As determined by the Planning Department, is the project consistent with General Plan Policy LUE 11 – Project Design and any applicable zoning requirements related to scenic quality?

## Impact Analysis

According to Census 2010, the Project site is in the Riverside-San Bernardino, CA Urbanized Area<sup>4</sup>. As such, the Project is subject to the following General Plan and Municipal Code requirements:

- General Plan Policy COS-9.3, which requires that urban development implement the aesthetics principles for design context, utilities and signs, streetscapes, and major roadways;

2 California Department of Transportation, State Scenic Highway Program, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed August 15, 2020.

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

4 United States Census Bureau, 2010 Census Urban Area Reference Maps, <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>, accessed August 12, 2020.

- General Plan Policy LUE-11, which requires new developments to be located and designed to visually enhance and not degrade the character of the surrounding community;
- Municipal Code Section 9.115.040, which identifies the design standards for the C1-CP zone
- Municipal Code Section 9.240.120 regulating landscaping; and
- Municipal Code Section 9.245.040 regulating signs.

The Project is proposing a freeway pylon sign 75 feet in height and 262.5 square feet in surface area. According to the Municipal Code, freeway signs located within 660 feet of the nearest edge of a freeway right-of-way line are limited to a maximum height of 45 feet and a maximum surface area of 150 square feet<sup>5</sup>. As such, the proposed sign is inconsistent with the Municipal Code in the absence of approval of a variance.

The other the applicable General Plan polices and zoning regulations identified above governing scenic quality will also be discussed in the forthcoming EIR.

### Level of Significance

Potentially significant. This issue **WILL** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.1. Aesthetics: Would the project: d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

*Significance Criteria:* Is the project consistent with General Plan Policies COS 10.1 and 10.4?

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

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

### Level of Significance

Less than significant.

### Impact Analysis

#### Outdoor Lighting and Glare

The Project would increase the amount of light in the area above what is being generated by the vacant site by directly adding new sources of illumination including security and decorative lighting for the

<sup>5</sup> City of Jurupa Valley, Municipal Code Section 9.245.040.

proposed buildings and parking lot lighting. With implementation of PPP 4.1-3, impacts relating to light and glare are less than significant.

#### Building Material Glare

The primary exterior of the proposed buildings will consist of stucco, tile roofs, wood eaves, wood trellises, and wood lattices. Windows will consist of typical storefront windows with glazing that is non-reflective.

#### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

## 4.2 Agriculture Resources

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

*Significance Criteria:* Convert land identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on General Plan Figure 4.13, Farmland in Jurupa Valley to non-agricultural use?

### Impact Analysis

The Project site is designated as “Other Land” by the State Department of Conservation.<sup>6</sup> As such, the Project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program.

### Level of Significance

No impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria (Zoning):* If the project is not located within the A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); or A-D (Agriculture-Dairy) zone, it may be presumed to no impact absent substantial evidence to the contrary.

*Significance Criteria (Williamson Act):* If the site is under a Williamson Act contract, would the project conflict with Riverside County Ordinance No. 509 relating to Agricultural Preserves?

### Impact Analysis

#### Agricultural Zoning

The current zoning classification for the site is A-1 (Light Agriculture). The City is in the process of updating its zoning regulations to redesignate the A-1 zone classification to a zone more consistent with the General Plan Land Use designation of Country Neighborhood (LDR) – 2 dwellings per acre to reflect

<sup>6</sup> California Department of Conservation, Farmland Mapping and Monitoring Program, <https://databasin.org/datasets/b83ea1952fea44ac9fc62c60dd57fe48>, accessed August 15, 2020

that light agriculture uses in Jurupa Valley are ancillary to rural residential development as opposed to major agriculture production.

The Project site is proposing a change of zone of 28.4 acres of land zoned as A-1 (Light Agriculture) to C1-CP (General Commercial), which allows a variety of retail and service commercial uses. The C1-CP Zone is not considered a primary agricultural zone. As such, the Project would not conflict with existing zoning for agricultural use if the zoning is changed to C1-CP.

#### Williamson Act

A Williamson Act Contract enables private landowners to voluntarily enter contracts with local governments for the purpose of establishing agricultural preserves. According to the County of Riverside, the site is not within an agricultural preserve.<sup>7</sup>

#### Level of Significance

No impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* Is the project is located on “Farmland of Local Importance” as shown on General Plan Figure 4.13, Farmland in Jurupa Valley **and** is the project is inconsistent with General Plan Policy COS 4.2 Agricultural Land Conversion which states: “Discourage the conversion of productive agricultural lands to urban uses unless the property owner can demonstrate overarching Community-wide benefits or need for conversion.”?

#### Impact Analysis

The Project site is located in an area largely characterized by a mix of residential and commercial development. There is no land being used primarily for agricultural purposes in the vicinity of the site.

#### Level of Significance

No impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

7 Riverside County Mapping Portal, Agricultural Preserves, <https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/agricultural-preserves?geometry=-117.637%2C33.927%2> , accessed August 15, 2020.



### 4.3 Air Quality

The following analysis is based in part on a technical report titled, “The Shops at Jurupa Valley Air Quality and Greenhouse Gas Impact Study,” MD Acoustics, LLC, which is dated July 1, 2020 and is included as Technical Appendix A to this Initial Study.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.3. Air Quality: Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	✓			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	✓			

### Impact Analysis

(Thresholds 3 a)-c). Even with incorporation of mitigation measures, Project operational-source emissions would exceed regional operational thresholds for nitrogen dioxide (NO<sub>x</sub>) and would conflict with the South Coast Air Quality Management District, Air Quality Management Plan.<sup>8</sup>

### Level of Significance

Significant. These issues **WILL** be further evaluated in the EIR.

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

### Impact Analysis

#### Construction Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction

8 South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 3, 2017. Available at: <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

process are short term, and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials.

Diesel exhaust and volatile organic compounds (VOC) would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project.

### Operational Odors

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and §41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality. Potential sources that may emit odors during the ongoing operations of the proposed Project would include odor emissions from the service station operations. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the ongoing operations of the proposed Project. Furthermore, gasoline-dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems, which will minimize odor impacts from fuel-dispensing equipment.

### Level of Significance

Less than significant. This issue **WILL NOT** be further evaluated in the EIR.

## 4.4 Biological Resources

The following analysis is based in part on a technical report titled, “General Biological Assessment, The Shops at Jurupa Valley, California,” Natural Resources Assessment, Inc., which is dated June 30, 2020 and is included as Technical Appendix B to this Initial Study and “Delineation of Wetlands and Other Waters The Shops at Jurupa, Jurupa Valley APNs 171-020-001 and 171-020-025 Jurupa Valley, California,” Natural Resources Assessment, Inc., which is dated September 3, 2020 and is included as Technical Appendix C to this Initial Study.

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

## Impact Analysis

### Land Uses

A review of aerial imagery from Google Earth indicates that the property has been a vacant lot since at least 1994. Current disturbances include homeless encampments, foot traffic, off-road driving, and minor trash dumping. All project soils have been impacted by disking for weeding and are mass compacted.

### Vegetation

The surface cover is composed of barren areas and ruderal (weedy) plant community. The ruderal plant community found on the property includes a mix of mostly non-native weeds such as slender wild oats (*Avena barbata*), foxtail brome (*Bromus madritensis* ssp. *rubens*), Russian thistle (*Salsola tragus*), short-pod mustard (*Hirschfeldia incana*), and red-stemmed filaree (*Erodium cicutarium*). Native weeds such as telegraph weed (*Heterotheca grandiflora*), fiddleneck (*Amsinckia menziesii*), Canada horseweed (*Erigeron canadensis*), and doveweed (*Croton setiger*) are scattered throughout the larger nonnative ruderal stands. The ruderal plant community is found throughout the property except on the dirt roads.

### Wildlife

No amphibian or reptile species were observed. No water sources are found on the property that would be used by amphibians, and the relative lack of ground cover, rocks or shrub makes the site unsuitable for most reptile species. Bird species seen or heard included mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), and lark sparrow (*Chondestes grammacus*). Botta’s gopher (*Thomomys bottae*) burrows were observed. No other sign of native mammal species was observed.

Based on the field survey, the Project site does not have habitat that supports any species identified as a candidate, sensitive, or special status.

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.4. Biological Resources: Would the project: b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	✓			

### Impact Analysis

Section 6.1.2 of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) requires an assessment of the potentially significant effects of a project on riparian/riverine habitat and vernal pools. This assessment is independent of considerations given to “waters of the United States” and “waters of the State” protected under the federal Clean Water Act (CWA) and the California Fish and Game Code. Projects that propose to impact riparian/riverine or vernal pool resources within the MSHCP Plan Area, that cannot be avoided, require a mitigation strategy called a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis to ensure that the proposed alternative provides for “replacement of any lost functions and values of Habitat.”

The purpose of a DBESP analysis is to demonstrate that proposed mitigation would provide an equivalent or superior preservation of habitat function and value of riparian/riverine resources. The factors to be considered in analyzing the function and value include hydrologic regime, flood storage, and flood flow modification, nutrient retention and transformation, sediment trapping and transport, toxicant trapping, public use, wildlife habitat, and aquatic habitat. Because no areas on-site met the definition of Riverine/Riparian as described in the MSHCP, a DEBSP will not be required for this project, as no impacts to Riverine/Riparian areas are anticipated.

However, because the Project is currently under review by the Western Riverside County Regional Conservation Authority for this impact and the result of the review is not available at this time, the level of significance is considered to be potentially significant.

### Level of Significance

Potentially significant. This issue **WILL** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.4. Biological Resources: Would the project: c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✓			

### Impact Analysis

The site contains a portion of the Pyrite Channel, a facility owned and maintained by the Riverside County Flood Control and Water Conservation District. The Pyrite Channel is a concrete-lined trapezoidal channel that does not have any vegetation present on-site. Flows that enter the channel flow south to the intersection of Pyrite Street and Lone Trail where the Pyrite Channel then converts to an underground facility and continues south to its terminus at the Jurupa Channel. The Jurupa Channel then flows southwest until it undergrounds at the intersection of Jurupa Road and Agate Street, approximately 0.5 mile from the Pyrite Channel connection. Flows from the Jurupa Channel exit the underground portion and daylight onto a vacant portion of the adjacent parcel. Flows are then lost to sheet flow and various homeowner improvements.

Therefore, the Pyrite Channel does not meet the definition of streams, channels, washes, or swales as described in Section 1600 of the California Fish and Game Code under the jurisdiction of the California Department of Fish and Wildlife (CDFW), Section 401 (Waters of the State) of the Clean Water Act (CWA) under the jurisdiction of the Regional Water Quality Control Board (RWQCB), or “Waters of the United States” (WoUS) as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps). No regulatory permits from these agencies will be required for this Project.

However, because this determination has not been confirmed by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, or the California Department of Fish and Wildlife, the level of impact is considered to be potentially significant.

### Level of Significance

Potentially significant. This issue **WILL** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.4. Biological Resources: Would the project: d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		

## Impact Analysis

### Wildlife Corridors

At the time of the survey, the Project site had very limited marginal nesting habitat for ground-nesting bird species. There is no shrub habitat. However, a tree row runs east-west through the center of the property that may provide nesting habitat for birds. Raptors and all migratory bird species, whether listed or not, receive protection under the Migratory Bird Treaty Act (MBTA) of 1918.<sup>9</sup> The MBTA prohibits individuals to kill, take, possess, or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior (16 U. S. Code 7034).

Therefore, if vegetation is to be removed during the nesting season, a pre-construction nesting bird survey shall be conducted, and avoidance measures shall be taken to ensure that no take of birds or their nests will occur per Mitigation Measure BIO-1.

### Mitigation Measure

**Mitigation Measure BIO-1 - Nesting Bird Survey.** As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through October 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:

- a. A migratory nesting bird survey of the Project's impact footprint shall be conducted by a qualified biologist within 3 business days prior to initiating vegetation clearing or ground disturbance.
- b. A copy of the migratory nesting bird survey results report shall be provided to the City of Jurupa Planning Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Planning Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Planning Department and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and the Planning

<sup>9</sup> United States Fish and Wildlife Service, Migratory Bird Treaty Act, August 8, 2017, Available at: <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.

#### Level of Significance

With implementation of Mitigation Measure BIO-1, impacts would be less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* Is the project consistent with General Plan Policies COS 1.2 -Protection of Significant Trees and COS 1.3 - Other Significant Vegetation?

#### Impact Analysis

According to the General Plan, 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.<sup>10</sup> The row of trees that crosses the site from east to west consists of one blue elderberry tree and several eucalyptus trees. Neither of these trees meets the definition of a significant tree because the species is typically found in Jurupa Valley and their size is not unique.

According to the General Plan, other significant vegetation includes agricultural wind screen plantings, street trees, stands of mature native and non-native trees, and other features of ecological, aesthetic, and conservation value.<sup>11</sup> The row of trees consists of several trees close together on the western portion of the site, then six trees spaced out in varying distances of 200 feet to 60 feet apart. The trees do not represent an agricultural wind row and are not examples of superior vegetation (such as size or height).

#### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

<sup>10</sup> City of Jurupa Valley, General Plan Conservation and Open Space Element, Policy COS-1.2

<sup>11</sup> City of Jurupa Valley, General Plan Conservation and Open Space Element, Policy COS-1.3



Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.4. Biological Resources: Would the project: f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	✓			

*Significance Criteria:* Is the project in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)?

### Impact Analysis

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan.<sup>12</sup> The plan provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

The Project site is located within the Jurupa Area Plan, Subunit SU2-Jurupa Mountains, Cell Group E, and Criteria Cell 75 of the plan. For this reason, the Project is required to undergo a Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy process by which the City and the Western Riverside County Regional Conservation Authority will evaluate the property to determine it is needed for inclusion in the plan conservation area. To facilitate this process, the City filed a Joint Project Review application with the regional conservation authority on August 24, 2020. The City's application believes that the site is not needed for conservation and that the Project is consistent with the plan. Such a determination is subject to review and approval by the regional conservation authority, the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife. As of August 31, 2020, the application process had not been completed.

### Level of Significance

Potentially significant. This issue **WILL** be further addressed in the forthcoming EIR.

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

## 4.5 Cultural Resources

The following analysis is based in part on a technical report titled, “Preliminary Draft: Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops at Jurupa Valley, California,” SRS INC., which is dated July 1, 2020 and is included as Technical Appendix D to this Initial Study.

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

### Impact Analysis

A search of maps, site records, and survey reports revealed the presence of historic resources on the Project site. Likewise, the assertion of a Native American Sacred Place in close proximity to the parcel increased the potential for encountering Native resources during the field reconnaissance (see Section 4.18, Tribal Cultural Resources).

Based on the potential for unearthing historic resources, further analysis is required.

### Level of Significance

Potentially Significant. These issues **WILL** be further addressed in the forthcoming EIR.

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

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

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

The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate site vicinity. If human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as California Public Resources Code §5097, et. seq. California Health and Safety Code §7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code §5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in California Public Resources Code §5097.98.

#### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

## 4.6 Energy

The following analysis is based in part on a technical report titled, “The Shops at Jurupa Valley – CEQA Energy Review, MD Acoustics,” which is dated August 27, 2020 and is included as Technical Appendix E to this Initial Study.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
<p>4.6. Energy: Would the project:</p> <p>a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>	✓			
<p><i>Significance Criteria:</i> The project may have a significant impact if it:</p> <ol style="list-style-type: none"> <li>1) Does not meet state or federal energy standards.</li> <li>2) Causes wasteful, inefficient, or unnecessary consumption of energy during construction or operation.</li> <li>3) Results in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</li> <li>4) Does not utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.</li> <li>5) Does not include features that 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.</li> </ol>				

## Impact Analysis

### Construction Energy Analysis

#### 1. Construction Equipment Electricity Usage Estimates

Electrical service will be provided by the SCE. The typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. Table 4.6.1 shows the total power cost and kWh used for electricity.

**Table 4.6.1 Project Construction Power Cost and Electricity Usage**

Power Cost/kVh (per 1,000 square feet of building per month of construction)	Total Building Size (1,000 Square Feet)	Construction Duration (months)	Total Project Construction Power Cost/kVh
\$2.32	276	13	\$8,324.16
\$0.09	276	13	92,491

Source: CEQA Energy Review, (Appendix E)

## 2. Construction Fuel Demand

The construction schedule is anticipated to occur mid- 2021 and to be completed in one phase. Staging of construction vehicles and equipment will occur on-site. The Project's construction phase would consume fossil fuels as a single energy demand – that is, after construction is completed, the use of fossil fuels would cease. Table 4.6.2 shows the results of the analysis of construction equipment.

**Table 4.6.2 Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Off-Road Equipment Type	Pieces	Usage Hours	Horse-power	Load Factor	Horse-power hours per day	Total Fuel Consumption (gallons diesel fuel)*
Site Preparation	20	Tractors/Loaders/Backhoes	1	8	97	0.37	287	310
Grading	45	Excavators	2	8	158	0.38	961	2,337
	45	Graders	1	8	187	0.41	613	1,492
	45	Rubber-Tired Dozers	1	8	247	0.4	790	1,923
	45	Scrapers	2	8	367	0.48	2,819	6,856
	45	Tractors/Loaders/Backhoes	2	8	97	0.37	574	1,397
Building Construction	200	Cranes	2	7	231	0.29	938	10,139
	200	Forklifts	4	8	89	0.2	570	6,158
	200	Generator Sets	2	8	84	0.74	995	10,752
	200	Tractors/Loaders/Backhoes	4	7	97	0.37	1,005	10,864
	200	Welders	2	8	46	0.45	331	3,581
Paving	35	Pavers	2	8	130	0.42	874	1,653
	35	Paving Equipment	2	8	132	0.36	760	1,438
	35	Rollers	2	8	80	0.38	486	920
Architectural Coating	35	Air Compressors	1	6	78	0.48	225	425
<b>Construction Fuel Demand</b>								<b>60,244</b>

\* Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.  
(Source: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017ql/2017\\_q1\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017ql/2017_q1_appendix_d.pdf))

As presented in Table 4.6.2, Project construction activities would consume an estimated 60,244 gallons of diesel fuel.

## 3. Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos along area roadways. The construction worker trips would generate an estimated 1,795,532 vehicle miles traveled.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis (Appendix A). An aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 4.6.3 shows that an estimated 62,692 gallons of fuel would be consumed for construction worker trips.

**Table 4.6.3 Construction Worker Fuel Consumption Estimate**

Phase	Number of Days	Worker Trips per Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	20	18	14.7	5,292	28.57	185
Grading	45	20	14.7	13,230	28.57	463
Building Construction	200	580	14.7	1,705,200	28.57	59,685
Paving	35	15	14.7	7,718	28.57	270
Architectural Coating	35	116	14.7	59,682	28.57	2,089
<b>Total Construction Worker Fuel Consumption</b>						<b>62,692</b>

Notes:

Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

#### 4. Construction Vendor/Hauling Fuel Estimates

Table 4.6.4 shows the estimated fuel consumption for vendor fuel consumption and hauling during building construction and architectural coating. The vendor and hauling trips would generate an estimated 322,920 vehicle miles traveled.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 8.5 mpg.

**Table 4.6.4 Construction Vendor Fuel Consumption Estimates (MHD Trucks)**

Phase	Number of Days	Vendor Trips per Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	20	0	6.9	0	8.5	0
Grading	45	0	6.9	0	8.5	0
Building Construction	200	234	6.9	322,920	8.5	37,991
Paving	35	0	6.9	0	8.5	0
Architectural Coating	35	0	6.9	0	8.5	0
<b>Total Construction Vendor Fuel Consumption</b>						<b>37,991</b>

Notes:

Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

#### 5. Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 17-month construction phase would conform to California Air Resources Board regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed commercial development would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

In addition, as required by state law,<sup>13</sup> idling times of construction vehicles is limited to no more than 5 minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment.

## Operation Energy Analysis

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

### 1. Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. As shown on Table 4.6.5, the Project would generate approximately 13,228 vehicle trips per day, which would consume an estimated 3,827,761 gallons of fuel per year.

**Table 4.6.5 Estimated Vehicle Operations Fuel Consumption**

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip* (miles)	Daily Vehicle Miles Traveled	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	7,171	16.6	119,039	28.57	4,166.56	1,520,794
Light Truck	Automobile	497	16.6	8,250	14.08	585.95	213,872
Light Truck	Automobile	2,450	16.6	40,670	14.08	2,888.49	1,054,300
Medium Truck	Automobile	1,568	6.9	10,819	8.5	1,272.85	464,589
Light Heavy Truck	2-Axle Truck	215	6.9	1,484	8.5	174.53	63,703
Light Heavy Truck 10,000+ lbs	2-Axle Truck	68	6.9	469	8.5	55.20	20,148
Medium Heavy Truck	3-Axle Truck	230	6.9	1,587	5.85	271.28	99,018
Heavy Truck	4-Axle Truck	909	6.9	6,272	5.85	1,072.15	391,336
<b>Total</b>		<b>13,228</b>	<b>--</b>	<b>188,590</b>	<b>11.74</b>	<b>10,487.02</b>	<b>--</b>
<b>Total Annual Fuel Consumption</b>							<b>3,827,761</b>

Notes:

\*Based on the size of the site and relative location, trips were assumed to be local rather than regional.

### 2. Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). Operation of the Project would involve the use of energy for heating, cooling, and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards.

The Project's annual operational and energy demand is shown in Table 4.6.6.

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



**Table 4.6.6 Project Annual Operational Energy Demand Summary**

<b>Natural Gas Demand</b>	<b>kBTU/year</b>
Automobile Care Center*	133,834
Fast Food Restaurant with Drive Thru	4,602,560
Gasoline/Service Station	97,587
General Office Building	111,734
Hotel	2,260,180
Regional Shopping Center	248,737
<b>Total</b>	<b>7,454,632</b>
<b>Electricity Demand</b>	<b>kWh/year</b>
Automobile Care Center*	44,774.4
Fast Food Restaurant with Drive Thru	805,294
Gasoline/Service Station	32,648.0
General Office Building	391,897
Hotel	833,690
Regional Shopping Center	1,688,960
Parking Lot	185,360.0
<b>Total</b>	<b>3,982,623.4</b>

Source: Taken from the CalEEMod 2016.3.2 annual output in The Shops at Jurupa Valley Air Quality and Greenhouse Gas Impact Study prepared for the proposed project by MD Acoustics (July 1, 2020).

\* Per the air quality and greenhouse gas analysis (MD Acoustics 2020), CalEEMod does not have a car wash land use available in its database; therefore, the proposed car wash was modeled as an Automobile Care Center (Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017, Land Use Code 942), as this is the closest land use to a car wash available.

The Project has been designed in compliance with California’s Energy Efficiency Standards<sup>14</sup> and CALGreen Standards.<sup>15</sup> These measures include, but are not limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems.

## Conclusions

As supported by the preceding analyses, neither construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be less than significant. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

## Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

14 California Energy Commission, Building Energy and Efficiency Standards, Title 24, Part 6, 2019

15 California Energy Commission, Building Energy and Efficiency Standards, Title 24, Part 11, 2019

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

### Impact Analysis

The California Energy Commission provides oversight for the preparation of rules and regulations the conservation of energy such as Appliance Energy Efficiency, Building Energy Efficiency, Energy Supplier Reporting, and State Energy Management. The regulations directly applicable to the Project are Building Energy Efficiency Standards, Title 24, Part 6, and CALGreen Title 24, Part 11.<sup>16</sup> These regulations include but are not limited to the use of water-conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems. The Project is required to demonstrate compliance with these regulations as part of the building permit and inspection process.

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

<sup>16</sup> [https://calgreenenergyservices.com/wp/wp-content/uploads/2019\\_california\\_green\\_code.pdf](https://calgreenenergyservices.com/wp/wp-content/uploads/2019_california_green_code.pdf)

## 4.7 Geology and Soils

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

- Geotechnical Investigation, Proposed Commercial Development, The Shops at Jurupa Valley, Sladden Engineering, which is dated October 20, 2019 and is included as Technical Appendix F to this Initial Study
- Preliminary Draft: Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops at Jurupa Valley, California, SRS Inc., which is dated July 1, 2020 and is included as Technical Appendix D to this Initial Study

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

*Significance Criteria:* If the project site is not located within a seismic hazard area as identified by the State of California, Department of Conservation, Earthquake Zones and Required Investigations Map it is presumed to have a less than significant impact with mandatory compliance with the California Building Code absent substantial evidence to the contrary.

## Impact Analysis

### Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 As required by Municipal Code Section 8.05.010, the Project shall comply with the most recent edition of the *California Building Code*, which requires the Project to comply with the approved recommended seismic design requirements contained in the approved Geotechnical Investigation, Proposed Commercial Development, The Shops at Jurupa Valley, Sladden Engineering and be incorporated into the construction of each structure, to preclude significant adverse effects associated with seismic hazards.

The Project site is in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in Geotechnical Investigation prepared for the Project (Appendix F).

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* If the project is not located within an area susceptible to liquefaction as shown on General Plan Figure 8-5- Liquefaction Susceptibility in Jurupa Valley or identified as being susceptible to liquefaction based on a project specific geotechnical report, it is presumed to have no impact absent substantial evidence to the contrary.

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 shall apply.

According to the General Plan,<sup>17</sup> the Project site has a moderate potential for liquefaction. However, based on the dense nature of the underlying alluvium and the depth to groundwater in excess of 64 feet, risks associated with liquefaction are considered negligible. In any event, the Project would still be required to construct the proposed structures in accordance with the approved recommendations included in Geotechnical Investigation prepared for the Project (Appendix E).

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* If the project is not located within the High or Very High zone per General Plan Figure 8-6: Landslide Susceptibility in Jurupa Valley, it is presumed to have no impact absent substantial evidence to the contrary.

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

## Impact Analysis

The site is relatively flat and is not adjacent to any slopes or hillsides that could be potentially susceptible to landslides.

### Level of Significance

No Impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

## Impact Analysis

### Construction

Grading and construction activities would expose and loosen topsoil, which could be eroded by wind or water. The Municipal Code requires the preparation of a Stormwater Pollution Prevention Plan to address site-specific conditions related to these activities.<sup>18</sup> The plan will identify potential sources of erosion and sedimentation loss of topsoil during construction, and identify erosion control measures to reduce or eliminate the erosion and loss of topsoil, such as use of: silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding.

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

### Operation

The proposed Project includes installation of landscaping throughout the Project site and areas of loose topsoil that could erode by wind or water would not exist upon operation of the Project. In addition, as described in Section 4.10, Hydrology and Water Quality, the storm drain system has been designed to slow, filter, and retain stormwater on the Project site, which would also reduce the potential for stormwater to erode topsoil. Furthermore, the Municipal Code requires a Water Quality Management Plan be approved to ensure that appropriate measures are implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur during operation of the Project.<sup>18</sup>

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

<sup>18</sup> City of Jurupa Valley, Municipal Code, Chapter 6.05.010, Storm Water/Urban Runoff Management and Discharge Controls

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

*Significance Criteria:* The project is inconsistent with Municipal Code Chapter 6.05 - Storm Water/Urban Runoff Management and Discharge Controls.

## Impact Analysis

### Plans, Policies, or Programs (PPP)

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

PPP 4.7-1 shall apply.

### Landslide/Lateral Spreading

As noted in the response to Issue 7.a)4) above, the site is relatively flat and contains no slopes that may be subject to landslides or lateral spreading.

### Liquefaction/ Subsidence/Collapse

According to the General Plan,<sup>19</sup> the Project site has a moderate potential for liquefaction, subsidence, or collapse to occur. However, based on the dense nature of the underlying alluvium and the depth to groundwater in excess of 64 feet, risks associated with these issues are considered negligible. In any event, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in Geotechnical Investigation prepared for the Project (Appendix E).

### Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.7. Geology and Soils: Would the project: d) Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?			✓	

*Significance Criteria:* The project site is located on soil that has an EI Expansion Potential >20 according to the results of the laboratory testing performed in accordance with ASTM D 4829.

<sup>19</sup> City of Jurupa Valley, General Plan Safety Element, Figure 8-5: Liquefaction Susceptibility in Jurupa Valley

## Impact Analysis

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

PPP 4.7-1 shall apply.

Subsurface soils on the Project site consist of alluvial deposits of silty sand, sandy silty, gravelly sand, and sandy gravel. Based on testing, the materials present near the ground surface have an Expansion Index of 16, which is less than an Expansion Index of greater than 20 used to determine if soils are expansive. Risks from expansive soils are considered to be very low. In any event, the Project would be required to construct the proposed structures in accordance with the approved recommendations included in Geotechnical Investigation prepared for the Project (Appendix E).

## Level of Significance

Less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria:* The project's proposed septic tanks or alternative wastewater disposal system do not meet the regulatory requirement of the Local Agency Management Program (LAMP) applicable to Jurupa Valley.

## Impact Analysis

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

## Level of Significance

No impact. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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

*Significance Criteria (Paleontology):* The project is identified as "HIGH SENSITIVITY (HIGH A) for paleontological resources in the Parcel Report available on the Riverside County Map My County website.

*Significance Criteria (Unique Geologic Feature):* A geologic feature is unique if it is a geologic formation that is exclusive locally or regionally.

## Impact Analysis

### Paleontological Resources

A Records Check conducted by the Natural History Museum of Los Angeles County (LACNHM) concluded that there are no known vertebrate fossil localities that lie directly within the proposed Project area boundaries, but there are locations nearby from sedimentary deposits similar to those that may occur subsurface in the proposed Project area. In addition, the General Plan indicates that the site has a high sensitivity (HA) designation for finding paleontological resources.<sup>20</sup> Therefore, the following mitigation measures are required.

### Mitigation Measures

GEO-1: Paleontological Monitoring. A qualified paleontologist (the “Project Paleontologist”) shall be retained by the developer prior to the issuance of a grading permit. The Project Paleontologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential paleontological resources by Project personnel. If paleontological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Paleontologist will be allowed to temporarily divert or redirect grading or excavation activities in the vicinity to make an evaluation of the find. If the resource is significant, Mitigation Measure GEO-2 shall apply.

GEO-2: Paleontological Treatment Plan. If a significant paleontological resource(s) is discovered on the property, in consultation with the Project proponent and the City, the Project Paleontologist shall develop a plan of mitigation that shall include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation if the find is a local qualified repository, and preparation of a report summarizing the find.

### Unique Geologic Feature

The Project site is relatively flat and lies within the Peninsular Ranges Geomorphic Province. This region is underlain predominantly by bedrock overlain by alluvium deposited by Pyrite Creek. The alluvium is described as sand, silt, and gravel in multiple, previously existing streambeds. These features are common in the area. As such, the Project does not contain a geologic feature that is unique or exclusive locally or regionally.

### Level of Significance

With implementation of Mitigation Measures GEO-1 and GEO-2, impacts are less than significant. This issue **WILL NOT** be further addressed in the forthcoming EIR.

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20 City of Jurupa Valley, General Plan, *Conservation and Open Space Element*, Figure 4-36, *Paleontological Sensitivity*



## 4.8 Greenhouse Gas Emissions

The following analysis is based in part on a technical report titled, “The Shops at Jurupa Valley Air Quality and Greenhouse Gas Impact Study”, MD Acoustics, LLC which is dated July 1, 2020 and is included as Technical Appendix A to this Initial Study.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.8. Greenhouse Gas Emissions: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓			

### Impact Analysis

The primary greenhouse gas emissions generated by the Project are from diesel-fueled construction equipment, landscape maintenance equipment, combustion of natural gas and electricity emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources, and vehicles. The City uses a screening threshold of 3,000 MTCO<sub>2</sub>e per year to determine if further greenhouse gas emissions analysis is required. The Project is estimated to emit 16,789 MTCO<sub>2</sub>e per year. As such, further analysis is required.

### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the EIR.

## 4.9 Hazards and Hazardous Materials

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

- Phase I Environmental Site Assessment Report for Proposed Promenade at Glen Avon, Enviro Applications, Inc., which is dated August 27, 2019 and is included as Technical Appendix G to this Initial Study
- Limited Soil Vapor Investigation Promenade at Glen Avon, Riverside, California, Enviro Application H, Inc., which is dated August 26, 2019 and is included as Technical Appendix G to this Initial Study
- Opinion Letter Northeast and Southeast Corners of State Route 60 & Pyrite Street (APNs: 171-020-001, 171-020-025 and 171-030-001) Jurupa Valley, California 92509, Leymaster Environmental Consulting, LLC which is dated October 22, 2019 and is included as Technical Appendix I to this Initial Study

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.9. Hazards and Hazardous Materials: Would the project: a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	

## Impact Analysis

### Plans, Policies, and Programs

The following applies to the gas station component of the Project. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.9-1 As required by California Health and Safety Code §25507, the gas station component of the Project is required to establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to §25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in §§25507(a)(1) through (6).

### Construction Activities

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials

during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction site.

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited to requirements imposed by the Environmental Protection Agency, the California Department of Toxic Substances Control, the South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board. As such, impacts due to construction activities would not cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less than significant impact would occur.

### Operational Activities

The Project proposes a gas station with 12 vehicle fuel positions and a single-tunnel automated car wash. Because of the amount of vehicle fuel that will be stored on the site, a Hazardous Materials Business Emergency Plan will be submitted for approval to the Riverside County Department of Environmental Health to register the business as a hazardous materials handler. The plan will contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of by the gas station.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* 1) The project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq. 2) The project handles or store hazardous materials in a quantity equal or greater to the amounts specified by Health and Safety Code §25507 **and** is located within designated 100- or 500-year flood zones.

### Impact Analysis

A Phase I Environmental Site Assessment conducted for the Project identified two items of environmental concern. The first concern was potential impact to the shallow soil on-site from pesticides used in historical agricultural operations and potential health risks to future occupants. The second concern is due to a Superfund cleanup case located approximately three-quarters of a mile north of the

Project site, identified as the Stringfellow Hazardous Waste Site – Plant Operation and Monitoring (60002365) (Stringfellow) site.

The Stringfellow site is a former Industrial liquid waste disposal facility under California Department of Toxic Substances Control oversight for ongoing remediation. Volatile organic compound groundwater contamination originating from the Stringfellow site has been shown to extend south beneath the site and farther towards the Santa Ana River. Several monitoring wells that are part of a larger well network used to monitor groundwater contamination are located on the site. For this reason, there exists the potential that contaminated groundwater beneath the Project site could represent a vapor intrusion risk to future occupants. If development of the Project site conflicts with the locations of these wells, coordination with the responsible party for the Stringfellow site regarding potential abandonment and relocation of these wells will be required.

#### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the EIR.

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

*Significance Criteria:* The project site is located within ¼th mile of an existing public or private school **and** the project handles a hazardous material or mixture containing a hazardous material (see definitions above) that has a quantity at any one time during the reporting year equal to or greater than the amounts specified by Health and Safety Code §25507 et seq.

#### Impact Analysis

##### Plans, Policies, and Programs

The following applies to the gas station component of the Project. This measure will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 4.9-1 applies.

#### Level of Significance

With implementation of PPP 4.9-1, impacts are less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* The project site is identified on any of the following: 1) List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database; List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database; List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.; List of "active" CDO and CAO from Water Board; or 5) List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

## Impact Analysis

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

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

Based on a review of the Cortese List maintained by the California Environmental Protection Agency, the Project site is not identified on the list of hazardous materials sites compiled pursuant to California Government Code §65962.5.<sup>21</sup>

## Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

21 California Environmental Protection Agency, Cortese List Data Resources, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed August 20, 2020.

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

*Significance Criteria:* The project is located within a compatibility zone of the Flabob Airport, Riverside Municipal Airport and does not meet the Compatibility Criteria for Land Use Actions identified in the applicable Airport Land Use Compatibility Plan for the airport.

### Impact Analysis

The nearest airport is Flabob Airport located approximately 3 miles southeast of the Project site. According to Map FL-1, Flabob Airport Land Use Compatibility Plan, the Project site is not located within an airport compatibility zone.<sup>22</sup>

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* The project may have a significant impact if: 1) The project is inconsistent with the City of Jurupa Valley Local Hazard Mitigation Plan and the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan; any required street improvements do not meet General Plan and/or City standards; or 3) the project has less than two (2) routes for emergency egress and regress (unless otherwise allowed by the Fire Department)

### Impact Analysis

Access to the Project site is proposed from Mission Boulevard, which is an improved 4-lane roadway, and Pyrite Street, which is an improved 2-lane roadway. The Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate emergency access for emergency vehicles from Mission Boulevard and Pyrite Street.

Mission Boulevard will be improved with new pavement, meandering sidewalk, and concrete curb and gutter within a half-width 76-foot right of way adjacent to the southern boundary of the site. In addition,

22 Riverside County Airport Land Use Commission, *Flabob Airport Land Use Compatibility Plan*, December 2004. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/14-%20Vol.%201%20Flabob.pdf>

a Class III Bike Route per the City’s Circulation Master Plan for Bicyclists & Pedestrians will be delineated. Pyrite Street will be improved with new pavement, sidewalk, and concrete curb and gutter within a half-width 40-foot right of way adjacent to the western boundary of the site. Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard: one right-in right-out driveway and one full access driveway on Pyrite Street, two right-in right-out driveways and one full access driveway on Mission Boulevard. The above described improvements will not result in a substantial alteration to the design or capacity of any public road that would impair or interfere with the implementation of evacuation procedures.

#### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* The project is located within a “High” fire hazard zone per General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley.

#### Impact Analysis

According to the General Plan,<sup>23</sup> the Project site is designated as “Urban Unzoned” and is not located within a high wildfire hazard area.

#### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

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

## 4.10 Hydrology and Water Quality

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

- Tentative Parcel Map 37890, The Shops at Jurupa Valley in the City of Jurupa Valley, Ca Preliminary Drainage Study, Madole and Associates, which is dated August 11, 2020 and is included as Technical Appendix J to this Initial Study
- Preliminary Water Quality Management Plan (WQMP) for The Shops at Jurupa Valley TPM 37890, which is dated February 21, 2020 and is included as Technical Appendix K to this Initial Study
- Percolation/Infiltration Testing for On-Site Storm Water Management, Madole and Associates, which is dated November 11, 2019 and is included as Technical Appendix L to this Initial Study
- Water and Sewer Availability, The Shops at Jurupa Valley, Jurupa Community Services District, January 14, 2020 and is included at Technical Appendix M to this Initial Study

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

*Significance Criteria (Water Quality Standards):* The project is inconsistent with Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls.

*Significance Criteria (Waste Discharge Requirements for onsite system):* The project is inconsistent with Municipal Code Chapter 6.65. – Sewage Discharges.

*Significance Criteria (Waste Discharge Requirements):* The project is inconsistent with any applicable Pre-Treatment Ordinance required by the water agency that serves the project.

## Impact Analysis

### Plans, Policies, or Programs (PPP)

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

- PPP 4.10-1 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B(1), any person performing construction work in the city shall comply with the provisions of this chapter, and shall control storm water runoff via a Stormwater Pollution Prevention Plan so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the BMPs that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented



to reduce the discharge of pollutants to the MS4 shall be required when requested by the City Engineer.

- PPP 4.10-2 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B (2), any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The city may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.
- PPP 4.10-3 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section C, new development, or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water.
- PPP 4.10-4 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section E, any person, or entity that owns or operates a commercial and/or industrial facility(s) shall comply with the provisions of this chapter. All such facilities shall be subject to a regular program of inspection as required by this chapter, any NPDES permit issued by the State Water Resources Control Board, the Santa Ana Regional Water Quality Control Board, the Porter-Cologne Water Quality Control Act (California Water Code §13000, et seq.), Title 33 U.S.C. §1251, et seq. (Clean Water Act), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

## Water Quality Standards

The Porter-Cologne Water Quality Control Act<sup>24</sup> defines water quality objectives (i.e., standards) as “...the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area”[(§13050 (h))].<sup>25</sup>

### 1. Construction Impacts (Water Quality Standards)

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

The Municipal Code requires the Project to obtain a National Pollutant Discharge Elimination System Municipal Stormwater Permit for construction activities.<sup>26</sup> The permit is required for all

24 California Water Boards, Porter-Cologne Water Quality Control Act, January 2019. Available at: [https://www.waterboards.ca.gov/laws\\_regulations/docs/portercologne.pdf](https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf)

25 California Water Boards, Porter-Cologne Water Quality Control Act, January 2019. Available at: [https://www.waterboards.ca.gov/laws\\_regulations/docs/portercologne.pdf](https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf), page 31

26 City of Jurupa Valley, Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls. Available at: [https://library.municode.com/ca/jurupa\\_valley/codes/code\\_of\\_ordinances?nodeId=TIT6HESA\\_CH6.05STWAURRUMADICO](https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT6HESA_CH6.05STWAURRUMADICO)

Projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least 1 acre of total land area.

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

## 2. Operational Impacts (Water Quality Standards)

Storm water pollutants commonly associated with the type of land uses that could occupy the proposed buildings include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides.

Pursuant to the requirements of the Municipal Code,<sup>26</sup> a Water Quality Management Plan (WQMP) is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. The Plan prepared for the Project (Appendix K), proposes to divert surface runoff to underground detention and infiltration systems. In addition, vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems.

## Waste Discharge Requirements

Waste Discharge Requirements are issued by the Santa Ana Regional Board under the provisions of the California Water Code, Division 7 “Water Quality,” Article 4 “Waste Discharge Requirements.”<sup>27</sup> These requirements regulate the discharge of wastes which are not made to surface waters, but which may impact the region’s water quality by affecting underlying groundwater basins. Discharge requirements are issued for Publicly Owned Treatment Works’ wastewater reclamation operations, discharges of wastes from industries, subsurface waste discharges such as septic systems, sanitary landfills, dairies, and a variety of other activities which can affect water quality.

## 1. Operational Impacts (Waste Discharge Requirements)

All commercial, industrial, and non-residential development projects are required by Jurupa Community Services District Ordinance, and Federal and State regulations, to undergo an Industrial Waste review process. This process takes place simultaneously with the [plan-check process](#). The Project is required to comply with the district’s Pretreatment Program. Pretreatment is a process in which certain dischargers are monitored and required to use proven pollution control techniques to remove pollutants from their sewage before discharging into the sewer collection system.<sup>28</sup>

27 California Water Boards, *Waste Discharge Requirements Program*, July 3, 2020. Available at: [https://www.waterboards.ca.gov/water\\_issues/programs/waste\\_discharge\\_requirements/](https://www.waterboards.ca.gov/water_issues/programs/waste_discharge_requirements/)

28 Jurupa Community Services District, *Industrial Waste Business Resources*, August 2020. Available at: <https://www.jcsd.us/business/industrial-waste-business-resources>.

### Level of Significance

With implementation of PPP 4.10-1 through 4.10-4, impacts are less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* If the project's water supply comes from an adjudicated basin and the basin is not classified as "high" or "medium priority" by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.

### Impact Analysis

#### Groundwater Supplies

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

#### Sustainable Groundwater Management

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

According to the SGMA Prioritization Dashboard the Upper Santa Ana Valley- Chino Groundwater Basin has a prioritization classification of Very Low.<sup>29</sup> Therefore, the basin is not subject to a Sustainable Groundwater Water Management program and will not substantially impede sustainable groundwater management of the basin.

29 Department of Water Resources, SGMA Basin Prioritization Dashboard, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed August 30, 2020.

## Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

## Impact Analysis

### Existing Condition

The Project's unmitigated storm water runoff sheet flows across the existing, poorly covered surface towards the Pyrite Channel, which is a concrete channel that bisects the Project site. The Pyrite Channel then drains into an existing 12'x 5' reinforced concrete box structure that runs under Mission Boulevard before draining into another open concrete channel to the south. To the east of the Project site, an existing earthen channel runs from the northwest to the southeast towards Mission Boulevard. The outlet culvert from the channel into Mission Boulevard is filled with debris. Therefore, flows bubbling up and exiting into Mission Boulevard then flow east along a drainage swale in the northern parkway towards the Project site. On the west side of the Project is a large 28-foot-wide inlet with an open side at the northeast corner of Pyrite Street and Mission Boulevard. The inlet accepts flows from the undeveloped areas west of the channel and Pyrite Street up to the SR-60 Freeway eastbound on-ramp.

### Proposed Condition

The proposed improvements will maintain the existing drainage patterns. Stormwater runoff and nuisance flows from the Project site will sheetflow and gutterflow to various curb opening and drop inlets throughout the site. The underground on-site storm drain system will then route flows to the Pyrite Channel. Due to the commercial nature of the proposed Project, Pyrite Channel will be converted into a 12'x 6' reinforced concrete box structure and placed underground.

To address water quality and soil erosion impacts, the site will be designed with two Drainage Areas. Each Drainage Area will have a separate underground storm drain system that will connect to the RCB at the southern boundary. Before water quality flows enter the box structure, they will be diverted to

underground detention and infiltration systems. In addition, vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems. During construction, the Project is also required to implement a Stormwater Pollution Prevention Plan per PPP 4.10-1.

### Conclusions

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

### Level of Significance

With implementation of PPP 4.10-1 through 4.10-4, impacts are less than significant. These issues **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* If the project is not located within a flood hazard zone, tsunami inundation zone or near a water body capable of producing a seiche, the project is presumed to have no impact absent substantial evidence to the contrary.

### Impact Analysis

According to the General Plan,<sup>30</sup> the Project site is not located within a flood hazard zone. According to the California Department of Conservation, California Official Tsunami Inundation Maps,<sup>31</sup> the site is not located within a tsunami inundation zone. In addition, the Project would not be at risk from seiche, because there is no water body in the area of the Project site capable of producing as seiche.

### Level of Significance

No impact. These issues **WILL NOT** be evaluated further in the EIR.

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

31 California Department of Conservation, California Official Tsunami Inundation Maps, <https://www.conservation.ca.gov/cgs/tsunami/maps#:~:text=Coordinated%20by%20Cal%20OES%2C%20California,considered%20tsunamis%20for%20each%20area.,> accessed August 30, 2020.

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

*Significance Criteria (Water Quality Plan):* Would the project obstruct implementation of the Santa Ana Region Basin Plan?

*Significance Criteria (Groundwater Management Plan):* If the project's water supply comes from an adjudicated basin and the basin is not classified as "high" or "medium priority" by the Sustainable Groundwater Management Act, impacts are presumed to be less than significant absent substantial evidence to the contrary.

### Impact Analysis

As discussed under Threshold 10.a) beginning on page [4.10-1](#), with implementation of the drainage system improvements and features as described , the Project will not conflict with or obstruct implementation of a water quality control plan.

As discussed under Threshold 10.b) on page [4.10-4](#), the Project site is not subject to a Sustainable Groundwater Water Management program and will not substantially impede sustainable groundwater management of the basin

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the EIR.



## 4.11 Land Use and Planning

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.11. Land Use and Planning: Would the project: a) Physically divide a community?				✓

*Significance Criteria:* The project involves the construction of a new a new freeway, highway, or roadway or proposes the construction of any physical feature that would serve to impede the connectivity between parts of a cohesive neighborhood or community.

### Impact Analysis

The Project site is surrounded by existing development. As such, the Project will not divide a community.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* If the analysis in the Initial Study demonstrates that there are no significant environmental impacts, then the project is consistent with the General Plan, South Coast Air Quality Management District's Final 2016 Air Quality Management Plan, California Air Resources Board Scoping Plan, Western Riverside County Multiple Species Habitat Conservation Plan, Santa Ana Regional Water Quality Control Board's Santa Ana Region Basin Plan, and any other applicable plan whose purposes is to avoid or mitigate an environmental effect. Impacts are presumed to be less than significant absent substantial evidence to the contrary.

### Impact Analysis

The Project has the potential to result in significant impacts to air quality, greenhouse gas emissions, and vehicle miles traveled. As such, the Project has the potential to conflict with the SCAQMD Air Quality Management Plan, the California Air Resources Board's Scoping Plan, and City policy pertaining to vehicle miles traveled.

### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the EIR.

## 4.12 Mineral Resources

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

*Significance Criteria:* The project is located within Mineral Resource Zone (MRZ) MRZ-1 or MRZ-2 as shown on General Plan Figure 4-16-Jurupa Valley Mineral Resources.

### Impact Analysis

According to the General Plan<sup>32</sup> the Project site is located within Mineral Resource Zone (MRZ) 3, which is defined as “Areas containing known or inferred mineral occurrences of undetermined mineral resources significance.” However, no mineral resource extraction activity is known to have ever occurred on the Project site. Accordingly, implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* The project site is located on land designated as Open Space, Mineral Resources (OS-MIN) by the General Plan.

### Impact Analysis

The General Plan Open Space, Mineral Resources (OS-MIN) land use designation is intended for mineral extraction and processing and Includes areas held in reserve for future mineral extraction and processing.<sup>33</sup> The Project site is delineated as General Commercial (CR). Therefore, the Project is not delineated on the General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the EIR.

32 City of Jurupa Valley, General Plan Figure 4-16: Jurupa Valley Mineral Resources.

33 City of Jurupa Valley, General Plan Land Use Element, p. 2-28.

## 4.13 Noise

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

*Significance Criteria:* The project may have a significant impact if:

Construction: 1) The project is inconsistent with General Plan Policy NE 3.5: Construction Noise; and 2) Construction noise levels exceed the levels identified in the latest version of the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual.

Operational Noise (Stationary): The project is inconsistent with General Plan Policy NE 1.3 New or Modified Stationary Noise Sources.

Operational Noise (Transportation): Traffic generated by the project would result in a noticeable increase in roadway noise in the immediate vicinity of the subject property in areas where exterior noise is already in excess of City standards. A noticeable increase in roadway noise would occur in traffic noise increased by 3 dBA or more.

## Impact Analysis

### Plans, Policies, Programs

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

PPP 4.13-1 As required by General Plan Policy NE 3.5, the Project contractors are required to limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m. A note shall be placed on the grading plan(s) noting this requirement.

### Existing Ambient Noise Levels

Four 10-minute ambient noise measurement was conducted at the Project site as shown on Figure 4.13-1, Noise Measurement Locations below.

Figure 4.13-1 Noise Measurement Locations



Noise measurements were taken to determine the existing ambient noise levels. Noise data indicates that traffic along Mission Boulevard is the primary sources of noise impacting the site and the surrounding area. The results of the long-term noise data are presented in Table 4.13.1 below.

**Table 4.13.1 Short-Term Noise Measurement Data**

Location	Time	10-Min dB(A) Leq							
		LEQ	LMAX	LMIN	L2	L8	L25	L50	L90
1	9:26 a.m.-9:36 a.m.	67.7	83.6	52	76.1	71.9	67.7	63.8	54.0
2	9:41 a.m.-9:51 a.m.	69.0	82.1	56.9	77.5	72.9	69.1	65.9	58.9
3	10:10 a.m.-10:20 a.m.	65.4	74.4	52.8	70.3	68.6	66.8	64.2	55.7
4	10:28 a.m.-10:38 a.m.	71.6	87.4	50.5	80.4	76.2	72.4	66.6	51.8

Source: Noise Impact Analysis (Appendix J)

Noise data indicates the ambient noise level ranges between 65.4 dBA Leq to 71.6 dBA Leq depending on location.

### Analysis Construction Noise Impacts

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The City relies upon data provided by Environmental Protection Agency regarding the noise generated characteristics of typical construction activities.<sup>34</sup> The data is presented in Table 4.13.2 below.

**Table 4.13.2 Typical Construction Equipment Noise Levels**

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Grader, Dozer, Excavator, Scraper	85
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Source: FTA Transit Noise and Vibration Impact Assessment Manual

34 Federal Transit Agency, Transit Noise and Vibration Assessment Manual, September 2018, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)

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

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

Portions of the Project site are located within 200 feet of residential uses located on the south side of Mission Boulevard and the east side of Pyrite Street. Therefore, PPP 4.13-1 is required to manage construction hour activities.

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

Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of 1 grader, 1 dozer, 2 excavators, 2 scrapers, and 2 backhoes operating at the center of the project, 725 feet from the nearest sensitive receptor.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 725 feet have the potential to reach 61 dBA Leq at the nearest sensitive receptors during building construction. The highest construction noise levels at the potentially impacted receiver locations will be less than the City of Jurupa Valley 80 dBA Leq daytime and 70 dBA Leq nighttime thresholds during temporary project construction activities. The noise impact due to unmitigated Project construction noise levels is less than significant.

### On-Site Operational Noise Impacts

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (parking spaces, restaurant drive through speakers, vacuums, and car wash blowers at the exit). A total of six receptors were modeled to evaluate the proposed Project's operational impact as shown on Figure 4.13-2 below. All yellow dots represent either a property line or a sensitive receptor such as an outdoor sensitive area (e.g., courtyard, patio, backyard).

Sensitive receptors that may be affected by Project operational noise include existing residences to the west and south. Worst-case assumes that all Project activities are always operational, when in reality the noise will be intermittent and cycle on/off depending on customer usage.



Figure 4.13-2 Operational Noise Levels Leq(h)

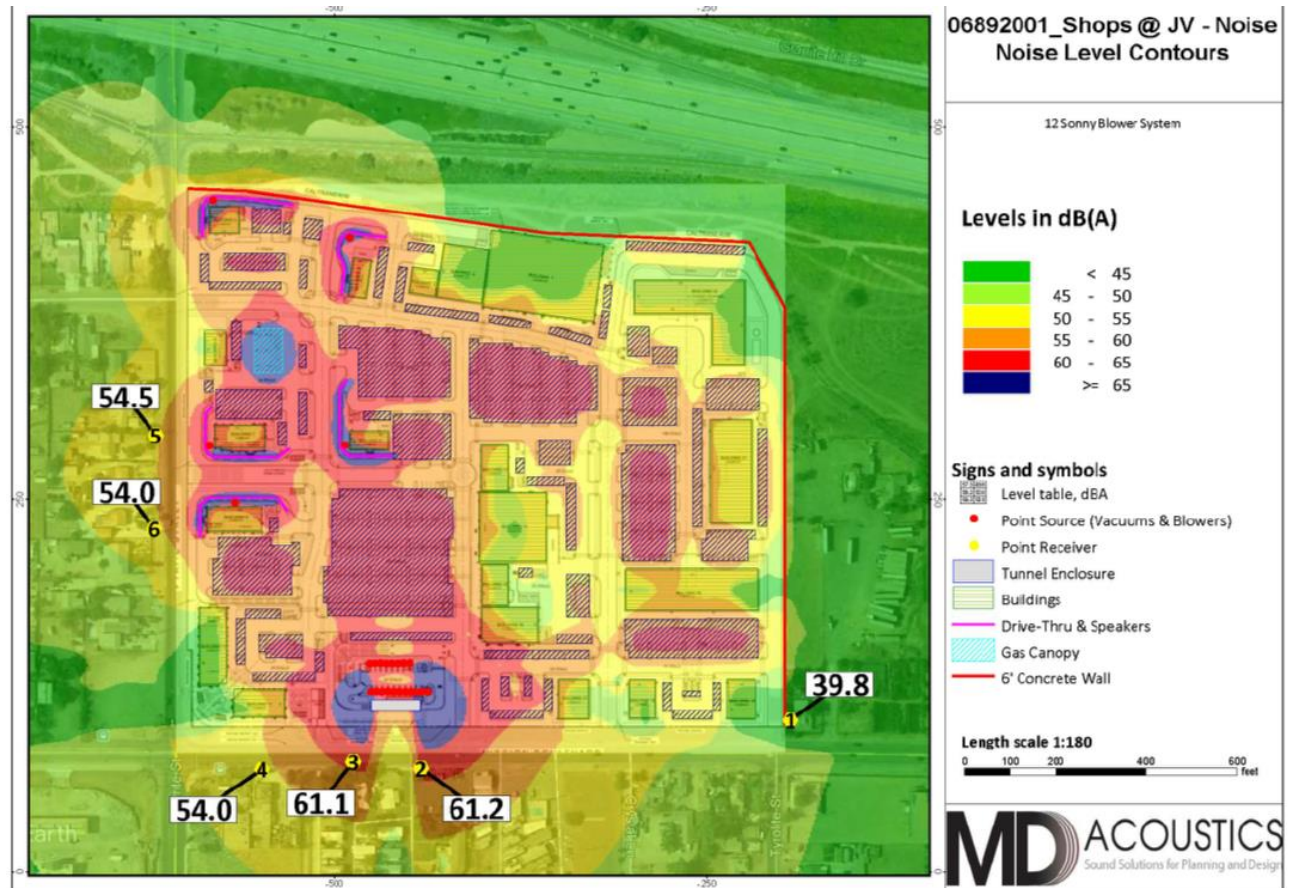


Table 4.13.3 demonstrates the Project plus the ambient (quietest measured hourly average level) noise levels. Project plus ambient noise level projections are anticipated to range between 39.8 and 61.2 dBA Leq at receptors (R1 – R6). As previously discussed, the existing condition already exceeds the City’s 55 dBA residential limit and 65 dBA commercial limit. Therefore, when the ambient already exceeds the standard, the ambient then becomes the standard.

**Table 4.13.3 Worst-Case Predicted Operational Leq Noise Level**

Receptor <sup>1</sup>	Existing Ambient Noise Level (dBA, Leq) <sup>2</sup>	Project Noise Level (dBA, Leq) <sup>3</sup>	Total Combined Noise Level (dBA, Leq)	Daytime (7 a.m.-10 p.m.) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	71.6	38.5	71.6	65.0	0.0
2	67.7	47.4	67.7	55.0	0.0
3		54.4	67.9		0.2
4		53.9	67.9		0.2
5	69.0	54.4	69.1	55.0	0.1
6		53.8	69.1		0.1

Source: Noise Impact Analysis (Appendix J).

Notes:

1. Receptors 2,3,6, and 5 represent residential uses
2. Receptors 1, and 4 represent commercial uses
3. See Table 4.13.3 for the operational noise level projections at said receptors.

As shown in Table 4.13.3, the Project will increase the worst-case noise level by approximately 0.0 to 0.9 dBA Leq at receptors (R1 – R6). It takes a change of 3 dBA to hear a noticeable difference. The increase in noise level is below the typical noticeable difference in change of noise levels. During nighttime hours (10 p.m. to 7 a.m.) the gas station and drive-thru restaurants would adhere to the City’s noise ordinance and require that any loudspeakers not exceed 55 dBA (City’s commercial limit) at the property line and/or 45 dBA at the nearest residential property line.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

### Off-Site Operational Traffic Noise Impacts

Traffic noise levels were calculated 50 feet from the centerline of Mission Boulevard and Pyrite Street, respectively. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed Project on these roadways were calculated for the following scenarios:

- Existing Year (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

Table 4.13.4 compares the Without Project and With Project scenarios and shows the change in traffic noise levels as a result of the Project. It takes a change of 3 dB or more to hear a perceptible difference. As demonstrated in Table 4.13.4, the Project is anticipated to change the noise 1.0 to 3.0 dBA. Although there is a nominal increase along these two roadways, the proposed increase would still be below the 65 dBA CNEL residential standards at any off-site receptors.

**Table 4.13.4 Existing Scenario - Noise Levels Along Roadways (dBA CNEL)**

Existing Without Project Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pyrite Street	SR 60 to Mission Boulevard	57.8	17	55	173	547
Mission Boulevard	Pyrite Street to Camino Real	59.5	26	81	257	813

Existing with Project Exterior Noise Levels						
Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Pyrite Street	SR 60 to Mission Boulevard	60.8	58	183	579	1,832
Mission Boulevard	Pyrite Street to Camino Real	60.5	35	109	345	1,092

Change in Existing Noise Levels as a Result of Project					
Roadway	Segment	CNEL at 50 Feet dBA			
		Existing Without Project	Existing with Project	Change in Noise Level	Potential Significant Impact
Pyrite Street	SR 60 to Mission Boulevard	57.8	60.8	3.0	No
Mission Boulevard	Pyrite Street to Camino Real	59.5	60.5	1.0	No

Source: Noise Impact Analysis (Appendix J).

## Conclusions

With implementation of PPP 4.13-1 (page [4.13-1](#)), the Project's noise impacts will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project more than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

## Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the EIR.

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

*Significance Criteria:* The project may have a significant impact if it creates construction or operational vibration in excess of 0.20 PPV inch/second adjacent to or within one-quarter mile of sensitive receptors.

## Impact Analysis

Construction activities can produce vibration that may be felt by adjacent land uses. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet, which is perceptible but below any risk to architectural damage. Table 4.13.5 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

**Table 4.13.5 Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil	66
	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

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

At a distance of 33 feet (distance from the plant nursery residential structure from the property line), a large bulldozer would yield a worst-case 0.066 PPV (in/sec), which may be perceptible for short periods of time during grading along the eastern property line of the Project site, but is below any threshold of damage.

#### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
13. Noise: Would the project result in: c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

#### Impact Analysis

The Project is a commercial shopping center and will not expose people to aircraft noise. In addition, the nearest airport is Flabob Airport located approximately 3 miles southeast of the Project site. According to Map FL-1, Flabob Airport Land Use Compatibility Plan, the Project site is not located within a designated Noise Impact Zone, so there is no existing aircraft noise impacts affecting the site that would be exacerbated and thereby expose workers to excessive noise levels.<sup>35</sup>

35 Riverside County Airport Land Use Commission, Flabob Airport Land Use Compatibility Plan, Noise Compatibility Contours, December 2004. Available at: <http://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/14-%20Vol.%201%20Flabob.pdf>

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

## 4.14 Population and Housing

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

*Significance Criteria:* The project is in an area that is currently undeveloped or unserved by major infrastructure, and the project would introduce unplanned infrastructure that was not previously evaluated in the General Plan.

### Impact Analysis

The Project would not directly result in population growth, because it does not propose any residential dwelling units.

According to the General Plan, the City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City<sup>36</sup> (General Plan p. 11-3.). Thus, it is anticipated that new employees generated by the Project would be within commuting distance and would not generate needs for any housing.

Typically, growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities.

Water and sewer service to the Project site will be provided by the Jurupa Community Services District. No additional water or sewer infrastructure will be needed to serve the Project other than connection to the existing water and sewer lines in the immediate vicinity of the Project site.

In addition, the analysis in Section 4.15, Public Services, of this Initial Study demonstrates that the impacts on public services are less than significant so the public service provider's ability to provide services will not be reduced.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

36 City of Jurupa Valley, General Plan Economic Sustainability Element, p. 11-3.

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

### Impact Analysis

The Project site contains does not contain any residential units. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.



## 4.15 Public Services

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

### Significance Criteria:

- 1) Fire: The project substantially affects Fire-Rescue response times (i.e., increase the existing response times in the project area) to the degree that new or altered fire facilities are required to meet the response times as listed in the County Fire Protection Master Plan or similar performance standard document adopted by the Riverside County Fire Department.
- 2) Police: The project cannot be served by existing Sheriff Department resources and new or altered sheriff facilities are required to serve the project.
- 3) Schools: As required by §65995 of the Government Code, a project is required to pay any applicable school district fee following protocol for impact fee collection required by that district. The payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.
- 4) Parks: The project will result in creating park deficiencies in the area resulting in the need for new or altered park facilities that are not offset by the payment of development impact fees or the dedication of parkland.
- 5) Other Public Facilities: The project will result in creating deficiencies to other public facilities the area that are not offset by the payment of development impact fees.

## Impact Analysis – Fire Protection

### Plans, Policies, or Programs (PPP)

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

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

systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

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

The Riverside County Fire Department provides fire protection services to the Project area. The Project would be primarily served by the West Riverside Fire Station No. 14, an existing station located approximately one-half mile east of the Project site at 7545 Mission Boulevard.

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

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

Furthermore, the Municipal Code requires payment of the Development Impact Fee to assist the City in providing for fire protection services.<sup>37</sup> Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

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

#### Level of Significance

Less than significant impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

### Impact Analysis – Police Protection

#### Plans, Policies, or Programs (PPP)

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

PPP 4.15-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or to offset the

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

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

The Riverside County Sheriff's Department provides community policing to the Project area via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, CA. The Project would increase the demand for police protection services. The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services.<sup>38</sup> Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

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

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

#### Level of Significance

Less than significant impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

### Impact Analysis – Schools

#### Plans, Policies, or Programs (PPP)

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

PPP 4.15-3 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

The Project does not propose any housing and would not directly create additional students to be served by the Jurupa Unified School District. However, the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

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

#### Level of Significance

Less than significant impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

## Impact Analysis – Parks

### Plans, Policies, or Programs (PPP)

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

PPP 4.15-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

The Project will not create an additional need for housing, thus directly increasing the overall population of the City and generating additional need for parkland. The payment of development impact fees will reduce any indirect Project impacts related to parks.

Based on the above analysis, with implementation of PPP 4.15-4, impacts related to parks are less than significant.

### Level of Significance

Less than significant impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

## Impact Analysis – Other Public Facilities

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

PPP 4.15-2 above is applicable to the Project.

As noted in the response to Issue 4.14(a), Population and Housing, of this Initial Study, development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities.

The Municipal Code requires payment of the Development Impact Fee to assist the City in providing for public services. Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public services and/or equipment.<sup>39</sup>

Based on the above analysis, with implementation of PPP 4.14-2 above, impacts related to other public facilities are less than significant.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

## 4.16 Recreation

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

*Significance Criteria:* The project proposes a General Plan Amendment which could result in an increase in population over that projected in the adopted General Plan and the project will result in an increase in the of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

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

The Project would not cause a substantial physical deterioration of any recreational facilities or would accelerate the physical deterioration of any recreational facilities because the Project does not propose residential dwelling units which would increase the population that would use parks and other recreational facilities. The payment of Development Impact Fees will reduce any indirect Project impacts related to recreational facilities.

#### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

*Screening Criteria:* If the project is a non-residential project and does not include on-site or off-site recreational facilities it may be presumed to have no impact absent substantial evidence to the contrary.

*Significance Criteria:* If a project includes recreational facilities or requires the construction or expansion of recreational facilities, significant impacts may occur if any of the Significance Thresholds identified in these Guidelines are exceeded.

### Impact Analysis

As noted in the response to Issue 4.16(a) above, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

## 4.17 Transportation

The following analysis is based in part on a technical report titled, The Shops at Jurupa Valley, Traffic Impact Analysis, (Executive Summary), TJW Engineering, Inc., which is dated July 30, 2020 and is included as Technical Appendix N to this Initial Study.

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

*Significance Criteria:* A project that is inconsistent with the General Plan Mobility Element policies pertaining to the roadway network (except for LOS), pedestrian and bicycle facilities, equestrian and multi-purpose trails network, and public transit may have a significant impact.

### Impact Analysis

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

The Project site is served by transit service by the Riverside Transit Agency (RTA) routes 29 and 49 which runs along Mission Boulevard. The Project is not proposing any improvements on Mission Boulevard adjacent to the Project site that would interfere with current transit service.

Through the City's project review process, policies, plans, and/or programs supporting alternative transportation would be reviewed and incorporated as applicable. Consequently, Project impacts related to non-vehicular traffic (i.e., transit service) will be less than significant, and no mitigation is required. The proposed Project will provide adequate pedestrian facilities, including upgrading the existing sidewalks along public streets abutting the site, as necessary. The Municipal Code also requires the Project to provide bicycle parking facilities.<sup>40</sup>

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

<sup>40</sup> City of Jurupa Valley, *Municipal Code Section 17.188.060*, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>



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

## Impact Analysis

On June 4, 2020, the City Council adopted CEQA significance thresholds for Vehicle Miles Traveled (VMT). Specifically, as they apply to the Project the thresholds are as follows:

**Project Impact:** A project would result in a significant project generated VMT impact if its net VMT per employee exceeds the City's average VMT.

**Cumulative Impact:** If a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT impact if net VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

Table 4.17.1 summarizes the results of the VMT analysis based on the City of Jurupa Valley Draft Traffic Impact Analysis Preparation Guidelines 2020.

**Table 4.17.1 Citywide Vehicle Miles Traveled (VMT)**

VMT With and Without Project	
Without Project	3,479,404
With Project	3,492,437
<b>Change</b>	<b>+13,033</b>

Source: Traffic Impact Analysis (Appendix B)

As shown on Table 4.17.1, the Project increase VMT by 13,033 trips. Therefore, the Project's net VMT per employee exceeds the City's average VMT.

## Level of Significance

Significant. This issue **WILL** be evaluated further in the forthcoming EIR.

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

**Significance Criteria (Geometric Design Feature):** A project that is inconsistent with the Improvement Standard Drawings for Road Standards maintained by the Public Works Department, may have a significant impact.

**Significance Criteria (Incompatible Use):** The Project would be incompatible with existing development in the surrounding area to the extent that it would create a transportation hazard.

## Impact Analysis

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

- Mission Boulevard will be improved with new pavement, meandering sidewalk, and concrete curb and gutter within a half-width 76-foot right of way adjacent to the southern boundary of the site.
- A Class III Bike Route per the City's Circulation Master Plan for Bicyclists & Pedestrians will be delineated on Mission Boulevard.
- Pyrite Street will be improved with new pavement, sidewalk, and concrete curb and gutter within a half-width 40-foot right of way adjacent to the western boundary of the site.
- Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard: one right-in right-out driveway and one full access driveway on Pyrite Street, two right-in and right-out driveway and one full access driveway on Mission Boulevard.

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

## Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

*Significance Criteria:* 1) The project blocks roadways that provide emergency vehicle access during construction; or 2) The project does not provide adequate ingress and egress for emergency vehicles from adjacent roadways during operation.

## Impact Analysis

The Project would result in a new commercial shopping center that would increase the need for emergency access to and from the site. Adequate emergency access would be provided to the Project site from Mission Boulevard and Pyrite Street. During preliminary review of the Project, the Project's transportation design was reviewed by the City's Engineering Department, the County Fire Department, and the County Sheriff's Department to ensure that adequate access to and from the site would be provided for emergency vehicles.

## Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

## 4.18 Tribal Cultural Resources

The following analysis is based in part on a technical report titled, “Preliminary Draft: Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops at Jurupa Valley, California, SRS INC., which is dated July 1, 2020 and is included as Technical Appendix C to this Initial Study.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.18. Tribal Cultural Resources: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	✓			
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	✓			

## Impact Analysis

Tribal Cultural Resources consist of the following:

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

5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Assembly Bill (AB) 52 created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project.

On June 17, 2020, the Planning Department notified the following California Native American Tribes per the requirements of AB52:

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

Based on responses received from the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians, it has been determined that the Project site may contain tribal cultural resources as defined by California Public Resources Code §21074 that may be of importance to these Tribes.

#### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the forthcoming EIR.

## 4.19 Utilities and Service Systems

The following analysis is based in part on a technical report titled, Water and Sewer Availability for the Shops at Jurupa Valley, Albert A. Webb Associates, which is dated January 14, 2020 and is included as Technical Appendix M to this Initial Study.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.19. Utilities and Service Systems: Would the project: a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	✓			

*Significance Criteria:* A significant impact may occur if the if the installation of water, wastewater treatment, storm water drainage, electric power, natural gas, telecommunication facilities impacts any of the environmental topics in this Initial Study to a degree that impacts cannot be mitigated to less than significant levels.

### Impact Analysis

#### Water and Wastewater Facilities

Water: The Project will connect to the existing 12-inch-diameter water line in Mission Boulevard and the existing 12-inch-diameter water line in Pyrite Street adjacent to the site.

Sewer: The Project will connect to the existing 8-inch-diameter sewer line in Mission Boulevard and the existing 8-inch-diameter sewer line on Pyrite Street adjacent to the site.

#### Storm Drainage Facilities

The Project site is bisected by Pyrite Channel, an existing Riverside County Flood Control channel. The open channel will be converted into a 12'x 6' underground reinforced concrete box structure. The site will be designed with two Drainage Areas. Each Drainage Area will have a separate underground storm drain system that will connect to the box structure at the southern boundary. Before water quality flows enter the box structure they will be diverted to underground detention and infiltration systems. In addition, vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems. A more detailed description of the Project's proposed storm drain system is provided in Section 4.10, Hydrology and Water Quality.

#### Electric Power Facilities

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

### Natural Gas Facilities

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

### Telecommunication Facilities

Telecommunication facilities include a fixed, mobile, or transportable structure, including all installed electrical and electronic wiring, cabling, and equipment, all supporting structures, such as utility, ground network, and electrical supporting structures, and a transmission pathway and associated equipment to provide cable TV, internet, telephone, and wireless telephone services to the Project site. Services that are not provided via satellite will connect to existing facilities maintained by the various service providers.

### Conclusion

The installation of the facilities described above have the potential to result in significant environmental impacts to the Project site and Pyrite Channel if they are required to cross the channel.

### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the forthcoming EIR.

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

*Significance Criteria:* A significant impact may occur if the project results in the water purveyor (e.g. Jurupa Community Services District, Rubidoux Community Services District, Santa Ana Water Company) not being able to supply sufficient water for the project during normal, single-dry, and multiple-dry years over the next 25 years as described in their respective Urban Water Management Plans.

### Impact Analysis

Water service would be provided to the Project site by the Jurupa Community Services District. Water service is available from an existing 8-inch-diameter waterline in Mission Boulevard and from an existing 12-inch-diameter waterline in Pyrite Street. Based on the Water and Sewer Availability Letter issued for the Project (Appendix G), the district has estimated the Project's average water demand to be 65.02 acre-feet per year and the maximum water demand to be 108.76 gpm.

**Table 4.19.1 Water Supply vs. Maximum Day Demand, 2019-2024**

	Gallons per Minute					
Year	2019	2020	2021	2022	2023	2024
Supply	42,484	42,484	44,984	47,484	47,484	47,484
Demand	33,057	33,759	34,465	35,171	35,876	36,582
Availability	<b>+9,427</b>	<b>+8,725</b>	<b>+10,519</b>	<b>+12,313</b>	<b>+11,608</b>	<b>+10,902</b>

Source: Jurupa Community Services District, November 2019

The primary source of the district's water supply comes from wells that are located within the Chino Ground Water Basin, which is an adjudicated basin. If the district exceeds the safe yield (i.e., the rate at which groundwater can be withdrawn without causing long-term decline of water levels) of the basin, the district may incur a replenishment obligation, which is used by the Watermaster to recharge the ground water basin with State Water Project water. The basin has been maintained by the Watermaster in a safe yield condition under this method of operation. Therefore, the Project is not anticipated to contribute to a substantial depletion of groundwater supplies.

According to the Water and Sewer Availability Letter issued for the Project (Appendix M), the district has sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple years.

#### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

Threshold	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
4.19. Utilities and Service Systems: Would the project: c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	

*Significance Criteria:* A significant impact may occur if the project results in the City of Riverside Water Quality Control Plant (RWQCP), which provides wastewater treatment services to the Jurupa Community Services District and the Rubidoux Community Services District, to exceed its capacity for wastewater treatment.

#### Impact Analysis

Sanitary sewer service to the Project site would be provided by the Jurupa Community Services District. Sewer service is available from an existing 8-inch-diameter sewer line in Mission Boulevard and the existing 8-inch-diameter sewer line on Pyrite Street adjacent to the site. The district has estimated the waste flow from the Project to 0.20 MGD.

The district purchases treatment capacity at the Riverside Water Quality Control Plant which is located on Acorn Street in the City of Riverside. The current capacity of the plant is 40 million gallons per day (approximately 123 acre-feet per day). The City of Riverside is currently in the early planning stages for construction of additions to the plant. The Water and Sewer Availability Letter



(Appendix G) issued for the Project indicates that the district has sufficient capacity at the plant to provide wastewater treatment for the Project.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

*Significance Criteria:* A project may have a significant impact if it does not participate in programs intended to meet waste diversion requirements of the General Plan as stated below:

- CSSF 2.67 Waste Diversion. Achieve at least the minimum construction and demolition waste diversion requirement of 75%.
- State legislation (AB 341) mandates businesses and public entities generating four (4) cubic yards or more of waste per week and multifamily residential dwellings with five (5) units or more to recycle.

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

PPP 4.19-1 The Project shall comply with Section 4.408 of the 2013 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa shall review and verify the Contractor's documentation that confirms the volumes and types of wastes that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

Solid waste from Jurupa Valley is transported to the Robert A. Nelson Transfer Station and Material Recovery Facility at 1830 Agua Mansa Road. From there, recyclable materials are transferred to third-party providers, and waste materials are transported to various landfills in Riverside County. Solid waste generated during long-term operation of the Project would primarily be disposed at the Badlands Sanitary Landfill and/or El Sobrante Landfill. Table 4.19.2 describes the capacity and remaining capacity of these landfills.

**Table 4.19.2 Capacity of Landfills Serving Jurupa Valley**

Landfill	Capacity (cubic yards)	Remaining Capacity (cubic yards)	Closure Date
Badlands Sanitary Landfill	34,400,000	15,748,789	1/1/2022
El Sobrante Landfill	209,910,000	143,977,170	1/1/2051

Source: CalRecycle, SWIS Facility/Site Activity Details website, July 2020

### Construction-Related Impacts

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

In addition, as shown in Table 4.19.2 above, the landfills serving the Project site receive well below their maximum permitted daily disposal volume and demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project’s construction period. As such, these regional landfill facilities would have sufficient daily capacity to accept construction solid waste generated by the Project.

### Operational Related Impacts

Based on solid waste generation usage obtained from the Project’s Air Quality and Greenhouse Gas Impact Study (Appendix A), the Project would generate approximately 117 tons of solid waste per year or 0.32 tons per day.

Table 4.19.3 compares the Project’s waste generation against the remaining landfill capacity.

**Table 4.19.3 Project Waste Generation Compared to Landfill Daily Throughput**

Landfill	Daily Throughput (tons per day)	Project Percentage of Daily Throughput
Badlands Sanitary Landfill	4,800	0.0006%
El Sobrante Landfill	16,054	0.0001%

Source: Cal Recycle, SWIS Facility/Site Activity Search, August 30, 2020

As shown on Table 4.19.3, the Project’s solid waste generation will add a minimal amount of additional solid waste of the remaining capacity of the Badlands Sanitary Landfill or the El Sobrante Sanitary Landfill. As such, the Project is not anticipated to cause these landfills to exceed their remaining capacities.

In addition, the Municipal Code 6.77.015 - Mandatory Commercial Recycling, requires commercial businesses to arrange for recycling services, consistent with state and local laws, rules, regulations, and requirements to reduce the amount of solid waste processed at landfills.<sup>41</sup>

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

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

*Significance Criteria:* A project may have a significant impact if it does not participate in individual programs (i.e. solid waste pickup, recycling) identified the Countywide Integrated Waste Management Plan (CIWMP) which was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939).

### Impact Analysis

#### Plans, Policies, or Programs (PPP)

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

PPP 4.19-1 The Project shall comply with Section 4.408 of the 2013 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa shall review and verify the Contractor's documentation that confirms the volumes and types of wastes that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

The City compels its waste hauler to comply with Assembly Bill 341 (Chapter 476, Statutes of 2011), as amended by Senate Bill 1018, which became effective July 1, 2012 by providing the necessary education, outreach and monitoring programs and by processing the solid waste from the City's industrial customers through its waste hauler's material recovery facility. The Project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and state programs.

### Level of Significance

Less than significant. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

41 City of Jurupa Valley, *Municipal Code Chapter 6.76, Construction and Demolition Waste Management*. Available at: [https://library.municode.com/ca/jurupa\\_valley/codes/code\\_of\\_ordinances?nodeId=TIT6HESA\\_CH6.76CODEWAMA](https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT6HESA_CH6.76CODEWAMA)

## 4.20 Wildfire

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

*Significance Criteria:* If the project site is **not** located in or near state responsibility area as shown on the State Responsibility Area Viewer maintained by the Board of Forestry and Fire Protection or within a High Fire Hazard Severity Zone as shown in General Plan Figure 8-11: Wildfire Severity Zones in Jurupa Valley, it may be presumed to have no impact absent substantial evidence to the contrary.

### Impact Analysis

State Responsibility Areas are recognized by the Board of Forestry and Fire Protection as areas where CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention. According to CAL FIRE, the Project is not located within a State Responsibility Area.<sup>42</sup>

According to the General Plan, the Project site is not located in a very high fire hazard severity zone.<sup>43</sup> As such, further analysis is not required.

### Level of Significance

No impact. This issue **WILL NOT** be evaluated further in the forthcoming EIR.

<sup>42</sup> California State Geoportal, *State Responsibility Area*, July, 2020, [https://gis.data.ca.gov/datasets/5bc422648cf045f38d10e1630fb71a71\\_0/data?geometry=-118.064%2C32.490%2C-113.716%2C33.297](https://gis.data.ca.gov/datasets/5bc422648cf045f38d10e1630fb71a71_0/data?geometry=-118.064%2C32.490%2C-113.716%2C33.297). Accessed August 31, 2020.

<sup>43</sup> City of Jurupa Valley, *General Plan Safety Element, Figure 8-11, Wildfire severity zones in Jurupa Valley*.

## 4.21 Mandatory Findings of Significance

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

### Impact Analysis

As indicated in this Initial Study, biological resources, cultural resources, and tribal cultural resources may be adversely impacted by Project development.

### Level of Significance

Potentially significant. These issues **WILL** be evaluated further in the forthcoming EIR.

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

### Impact Analysis

A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together.

### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the forthcoming EIR.

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

### Impact Analysis

As indicated by this Initial Study, the Project may cause or result in certain potentially significant environmental impacts that directly affect human beings for the following environmental topics:

- Aesthetics
- Air Quality
- Energy
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Land Use and Planning;
- Transportation (VMT)
- Utilities and Service Systems

### Level of Significance

Potentially significant. This issue **WILL** be evaluated further in the forthcoming EIR.