



The Shops at Jurupa Valley Project Draft Environmental Impact Report SCH#2020100167



Lead Agency

City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

February 22, 2021

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City of Jurupa Valley
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Lead Agency Discretionary Permits

Change of Zone (CZ) No. 20001
Tentative Parcel Map (TPM) No. 37890
Conditional Use Permit (CUP) No. 20001
Site Development Permit (SDP) No. 20018
Variance (VAR) (No.21001)

February 22, 2021

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APPENDICES

Appendix A Notice of Preparation (NOP), Initial Study (Available at:
<https://www.jurupavalley.org/DocumentCenter/View/1490/MA-20035-Initial-Study-FINAL-PUBLIC-VERSION-10-6-20->)

The following Appendices are available at:
<https://www.jurupavalley.org/DocumentCenter/Index/68> (see folder labeled MA20035 Shops at Jurupa Valley)

Appendix B	Air Quality and Greenhouse Gas Study
Appendix C	General Biological Assessment
Appendix D	Delineation of Wetlands and Other Waters
Appendix E	Cultural, Tribal, Historic, Paleontological Records Check and Survey
Appendix F	Phase I Environmental Site Assessment
Appendix G	Limited Soil Vapor Investigation
Appendix H	Opinion Letter
Appendix I	Traffic Impact Analysis

Note: All files are also available on the Governor's Office of Planning and Research, CEQAnet Web Portal at <https://ceqanet.opr.ca.gov/>. Enter "2020100167" in the search box and find under "MA20035 The Shops at Jurupa Valley."

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
AB 52	Native Americans: California Environmental Quality Act
AC	Acres
ACOE	Army Corps of Engineers
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BUOW	Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
CNDDDB	California Natural Diversity Database
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CWA	Clean Water Act
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
GHG	Greenhouse Gas
GP	General Plan
IS	Initial Study
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MPO	Metropolitan Planning Organization

MSHCP	Multiple Species Habitat Conservation Plan
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NCCP	National Community Conservation Plan
NEPSSA	Narrow Endemic Plant Species Survey Area
NO ₂	Nitrogen Dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOX	Nitrogen Oxides
NOP	Notice of Preparation
O ₂	Oxygen
O ₃	Ozone
Pb	Lead
PM _{2.5}	Fine Particulate Matter (2.5 microns or smaller)
PM ₁₀	Fine Particulate Matter (10 microns or smaller)
PPP	Plans, Policies, or Programs
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health
RCFCWCD	Riverside County Flood Control Water Conservation District
ROGs	Reactive Organic Gases
ROW	Right of Way
RPS	Renewable Portfolio Standards
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SF/s.f.	square foot or square feet
SCAB	South Coast Air Basin
SCAG	Sothorn California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SDP	Site Development Permit
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SOX	Sulfur Oxides
SR	State Route
SRA	Source Receptor Area

TAC	Toxic Air Contaminants
TIA	Traffic Impact Analysis
TS	Traffic Signal
UCR	University of California Riverside
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WRCOG	Western Riverside County of Governments

1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

This summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in Section 15123(a), “an EIR [environmental impact report] shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the Guidelines, this chapter includes (1) a summary description of the Project, (2) a synopsis of environmental impacts and recommended mitigation measure (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the Project.

1.2 SUMMARY DESCRIPTION OF THE PROJECT

The Project is proposing an approximately 250,000-square-foot commercial shopping center with a variety of retail, commercial, restaurant, carwash, and visitor-serving commercial uses as described below. To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0- *Project Description/Environmental Setting*.

Change of Zone (CZ) No. 20001

The Project’s zoning is C-P-S (Scenic Highway Commercial), A-1 (Light Agriculture), and C-1/C-P (General Commercial). The Change of Zone is to amend the zoning map for the portions of the site that are zoned 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 nineteen (19) parcels to accommodate the lease or sale of building pads.

Conditional Use Permit (CUP) No. 20001

Required for the convenience store to allow for the sale of motor vehicle fuel with the concurrent sale of beer and wine for off-premises consumption.

Site Development Permit (SDP) No. 20018

Approximately 250,000-square foot-commercial shopping center on approximately 33 acres consisting of the following land uses:

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

- 26,000 square foot 60 room hotel.

Variance (VAR) 21000

Required to allow certain signs to exceed the maximum height, maximum sign area, and the number of signs allowed. (See Section 4.1, *Aesthetics* for details).

1.3 PROJECT LOCATION

The Project site consists of 32.94 gross acres in the City of Jurupa Valley, Riverside County, California. From a regional perspective, the Project site is located in the northwest portion of the City of Jurupa Valley. State Route (SR) 60 is located immediately adjacent to the north of the Project site and Interstate 15 (I-15) is located approximately 5 miles west of the Project site. At the local scale, the Project site is located on the northeast corner of Mission Boulevard and Pyrite Street. The site is also identified by Riverside County Assessor's Parcel Numbers 171-020-001, 171-020-002, 171 020 025. (Refer to Figure 3-1, *Regional Location Map* on page 3-2 and Figure 3.2, *Vicinity Map/Aerial Photo* on page 3-3).

1.4 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential and commercial uses with a commercial retail center. The following is a list of specific objectives that the Project is intended to achieve:

- Develop a commercial retail center within the SR 60 Freeway Commercial Opportunity Area (OA-1) that implements the General Plan policies to encourage land use actions for designated Opportunity Areas that attracts economically and environmentally sustainable development.
- Develop a commercial center that attracts new businesses to the City of Jurupa Valley in proximity to residences, thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.
- Encourage pedestrian activity by developing commercial uses within walking distance of residential neighborhoods and public transit.
- Develop a vacant commercial property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

1.5 SCOPE OF THE EIR

Based upon the Initial Study analysis (Appendix A), comments received pursuant to circulation of the Notice of Preparation (NOP), and other public/agency input, the analysis of the EIR addresses

the following topics as described in Table 1.1- *Summary of Environmental Impacts Addressed in the EIR*.

Table 1.1. Summary of Environmental Impacts Addressed in the EIR

Environmental Topic Section	Threshold	Description of Impact
4.1 Aesthetics	Conflict with applicable zoning and other regulations governing scenic quality?	Site design and the height, size, and number of pylon signs.
4.2 Air Quality	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?	Construction and operational air emissions on a regional and local basis, including impacts to sensitive receptors.. Operational NO _x emissions
4.3 Biological Resources	Impact riparian habitat, wetlands, and consistency with habitat conservation plan.	Impacts to riparian habitat, wetlands, and consistency with the Western Riverside County Multiple Habitat Conservation plan (MSHCP).
4.4 Cultural Resources	Cause a substantial adverse change in the significance of a historical resource or archaeological resource.	Impacts to historic and archaeological resources.
4.5 Greenhouse Gas Emissions	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Exceedance of City's greenhouse gas emission thresholds and consistency with CARB Scoping Plan and SCAG Connect SoCal Plan.
4.6 Hazards and Hazardous Materials	Reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Construction impacts to the on-site well monitoring probes for the Stringfellow Hazardous Waste Site, exposure to contaminated groundwater, exposure to hazardous materials related to the operation of the gas station.
4.7 Land Use and Planning	Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Conflict with SCAQMD 2016 Air Quality Management Plan; Western Riverside County MSHCP; and SCAG Connect So Cal.
4.8 Transportation	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	Net increase in the City's average VMT.

Environmental Topic Section	Threshold	Description of Impact
4.9 Tribal Cultural Resources	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.
4.10 Utilities and Service Systems	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 impacts to the environmental topics evaluated in the EIR.

1.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City received on this EIR's Notice of Preparation (NOP) and the Initial Study which was circulated for a 30-day public review period from October 9, 2020 to November 9, 2020 (refer to Appendix A).

The City received one (1) comment regarding the NOP issued for this EIR from the Native American Heritage Commission recommending consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project in order to avoid inadvertent discoveries of Native American human remains and protection of tribal cultural resources. This comment is addressed in Section 4.7-*Tribal Cultural Resources* of this EIR.

1.7 SUMMARY OF ALTERNATIVES

No Development Alternative

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. This Alternative considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the approximately 33-acre Project site would continue to consist of vacant land. Under this Alternative, no improvements would be made to the Project site and none of the Project's roadway, drainage, utility, and other infrastructure improvements would occur. This Alternative was selected by the City to compare

the environmental effects of the Project with an alternative that would leave the Project site in its existing condition.

Reduced Development Alternative

The Reduced Intensity Alternative would implement the Project's land uses by approximately 25 % when compared to the approximately 250,000 square feet of commercial and retail uses proposed by the Project. The Reduced Intensity Alternative would realize approximately 187,000 square feet of commercial and retail development. This alternative could potentially lessen, but not reduce to a level of insignificance, significant and unavoidable impacts for the Project related to NOx operational emissions, GHG emissions and vehicle miles traveled (VMT).

Environmentally Superior Alternative

Because the No Project/No Development Alternative would result in lower impacts resulting from construction and operation of the Project to less than significant levels, it is the environmentally superior alternative. When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other alternatives evaluated.

Based on the analysis in Section 6.0, *Alternatives*, the Reduced Development Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to NOx emissions, greenhouse gas emissions, and VMT will be less when compared to the Project, but remain significant and unavoidable.

1.8 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.2, *Summary of Impacts and Mitigation Measures*, summarizes potential impacts resulting from implementation and operations of the Project; lists the mandatory regulatory requirements [Plans, Policies, Programs (PPP)] and Mitigation Measures (MM) proposed to mitigate potentially significant environmental impacts of the Project; and indicates the level of significance after application of the PPP's and MM's. The table also includes the environmental topics from the Initial Study that require the implementation of PPP's and/or MM's in order to reduce significant impact to less than significant levels. For those topics not listed, impacts were determined by the Initial Study to either have "no impact" or "less than significant impact" and did not require the implementation of PPP's or MM's.

<Table 1.2, *Summary of Impacts and Mitigation Measures* is on the following p

Table 1.2. Summary of Impacts and Mitigation Measures

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
AESTHETICS			
If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?	EIR 4.1.5 (a)	None required	N/A
AIR QUALITY			
Conflict with or obstruct implementation of the applicable air quality plan?	EIR 4.2.5 (a)	<p>PPP 4.2-1. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust."</p> <p>PPP 4.2-2. The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, "Sulphur Content and Liquid Fuels."</p> <p>PPP 4.2-3. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings. "</p> <p>PPP 4.2-4. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers."</p> <p>There are no feasible mitigation measures.</p>	Significant and unavoidable
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.	EIR 4.2.5 (b)	PPP 4.2-1 through 4.2-4 above	Significant and unavoidable
Expose sensitive receptors to substantial	EIR 4.2.5 (c)	None required	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
pollutant concentrations.			
BIOLOGICAL RESOURCES			
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 Wildlife or US Fish and Wildlife Service?	EIR 4.3.5 (a)	None required	Less than significant
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?	4.3.5 (b)	None required	Less than significant
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat	EIR 4.3.5 (c)	MM BIO-1 Rough Step Measure. Prior to issuance of a grading permit, the City of Jurupa Valley shall confirm with the Regional Conservation Authority (RCA) that the Project will not impact out-of-balance Rough Step vegetation in the applicable rough step unit in accordance with Section 6.7 in Volume I of the Plan. It is the Permittees responsibility that [i]f the rough step rule is not met during any analysis period (performed annually by the RCA), the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
conservation plan?		<p>rule was not achieved. The Permittee must not cause additional loss of any rough step vegetation that is out of balance.</p> <p>MM BIO-2 Burrowing Owl Measure. Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.</p> <p>MM BIO-3 Urban Wildlands Interface. Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan(s):</p> <p>“1. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Regular maintenance will occur to ensure effective operation of runoff control systems.</p> <p>2. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.</p> <p>3. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.”</p> <p>Mitigation Measure BIO-4 Construction BMPs. Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan(s): “The following best management practices (BMPs), as applicable, shall be implemented for the duration of construction:</p> <p>i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.</p> <p>ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.</p> <p>iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.</p> <p>v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.</p> <p>vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.</p> <p>vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.</p> <p>viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG[CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.</p> <p>x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.</p> <p>xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).</p> <p>xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.</p>	
CULTURAL RESOURCES			
Cause a substantial adverse change in the significance of a historical resource	4.4.5 (a)	None required	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
pursuant to CEQA Guidelines §15064.5?			
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	EIR 4.4 (b)	<p>MM CR-1: Archaeological Monitoring. In conjunction with Mitigation Measure TCR-1 for Tribal Cultural Resources, a qualified archaeologist (the “Project Archaeologist”) shall be retained by the developer prior to the issuance of a grading permit. The Project Archaeologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential cultural resources by project personnel. If archaeological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Archaeologist 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 CR-2 shall apply.</p> <p>MM CR-2: Archeological Treatment Plan. In conjunction with Mitigation Measure TCR-2 for Tribal Cultural Resources, if a significant archaeological resource(s) is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) in accordance with current professional archaeology standards (typically this sampling level is two (2) to five (5) percent of the volume of the cultural deposit). At the completion of the laboratory analysis, any recovered archaeological resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility. A final report containing the significance and treatment findings shall be prepared by the archaeologist and</p>	Less than significant.

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center.	
GREENHOUSE GAS EMISSIONS			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	EIR 4.5 (a)	<p>PPP 4.5-1. Prior to building permit issuance, the City shall verify that the following note is included on building plans. Project contractors shall be required to ensure compliance with the note and permit inspection by City of Jurupa Valley staff or their designee to ensure compliance. The note also shall be specified in bid documents issued to prospective construction contractors.</p> <p><i>“All installed appliances shall comply with California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.”</i></p> <p>PPP 4.5-2. Prior to the approval of landscaping plans, the City shall verify that all landscaping will comply with City Ordinance No. 2015-17, “Water Efficient Landscape Requirements.” Project contractors shall be required to ensure compliance with approved landscaping plans.</p> <p>PPP 4.5-3. Prior to issuance of a building permit, the Project Applicant shall submit energy usage calculations in the form of a Title 24 Compliance Report to the City of Jurupa Valley Planning Department showing that the Project will meet the current California Building Code Title 24 requirements. The City shall review and approve the Report and ensure that building and site plan designs meet the current California Title 24 Energy Efficiency Standards.</p> <p>PPP 4.5-4. Prior to the issuance of a building permit, building plans shall be reviewed by the City Building Department to ensure that measures to reduce water consumption and the associated energy-usage are designed to comply with the mandatory 20% reduction in indoor water usage contained in the current CALGreen Code and the 30% reduction in outdoor water usage contained in the City’s water efficient landscape requirements. Additionally, the Project shall implement the following:</p>	Significant and unavoidable

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<ul style="list-style-type: none"> □ Landscaping palette emphasizing drought tolerant plants; □ Use of water-efficient irrigation techniques; □ U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving fixtures, e.g. sink faucets, showerheads. <p>PPP 4.5-5. The Project shall participate in established City-wide programs for industrial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.</p> <p>PPP 4.5-6. The Project is required to comply with the CALGreen Code, as required by the City's Municipal Code Section 8.05.010.</p> <p>In addition, the Project will implement the following design features:</p> <ul style="list-style-type: none"> □ Utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards. □ Utilize water-efficient irrigation systems. □ Implement recycling programs that reduces waste to landfills by a minimum of 75 percent (per AB 341). □ Architectural coatings will be limited to 50 grams per liter VOC content for buildings and 100 grams per liter VOC content for parking lot striping per SCAQMD Rule 1113. □ EnergyStar appliances to be utilized on-site. □ Compliance with 2019 Title 24 standards; and incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Improved Destination Accessibility, 	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		LUT-5 Increase Transit Accessibility, and SDT-1 Improve Pedestrian Network.	
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	EIR 4.5 (b)	Same as above	Significant and unavoidable
HAZARDS AND HAZARDOUS MATERIALS			
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?	EIR 4.6 (a)	<p>MM HAZ-1 Vapor Barriers. Prior to the issuance of a building permit, building plans shall demonstrate sub-slab liners made of a minimum of 40 to 60 mil high-density polyethylene (HDPE) are installed before the slab for each building is poured. The membranes should be durable enough (at least 30 mil) to prevent damage during placement, building construction, remodeling, or maintenance, or to resist failure due to earth movement and age.</p> <p>MM HAZ-2. Abandonment or Relocation of Wells. Prior to the issuance of a grading permit, the Project proponent shall provide written verification from the Department of Toxic Substances Control (DTSC) that any existing monitoring wells on site that are to be abandoned or relocated have been authorized by the DTSC.</p>	Less than significant
LAND USE AND PLANNING			
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?	EIR 4.7.5 (a)	<p>Although the Project implements the applicable strategies identified in <i>Connect SoCal</i> such as providing bicycle lanes; developing an infill development site near a bus stop; creating new jobs thus improving City's jobs/housing balance; providing electric vehicle charging stations; and providing internal and external sidewalks thus encouraging pedestrian activity, the Project's vehicle miles traveled and GHG emissions exceed the City's threshold.</p> <p>Incorporation of PPP 4.5-1 through 4.5-6 and the design measures and features proposed by the Project would contribute to minimizing GHG</p>	Significant and unavoidable

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO ₂ e/yr.	
TRANSPORTATION			
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	EIR 4.8 (a)	PDF 4.8-1 As shown on the Site Plan for SDP No. 20018, or as required as a condition(s) of approval, the Project shall include the following design features: improve the pedestrian network by constructing sidewalks along both Mission Boulevard and Pyrite Street that connect to the existing sidewalks south of and the west side of Pyrite Street; provide on-site bicycle parking; and provide Class II and Class III bicycle along the frontage of the Project site adjacent to Pyrite Street and Mission Boulevard.	Significant and unavoidable
TRIBAL CULTURAL RESOURCES			
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 resource determined by the lead agency, in its discretion and supported by substantial	EIR 4.9 (a)	Gabrielesño Band of Mission Indians – Kizh Nation Mitigation Measures (MM) Gabrielesño MM TCR-1: Tribal Monitoring. Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the City of Jurupa Valley Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
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		<p>indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.</p> <p>Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.</p> <p>If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).</p> <p>Soboba Band Luiseño Indians Mitigation Measures (MM)</p> <p>Soboba MM TCR-1: Retain Registered Professional Archaeologist: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist's responsibilities include, but are not limited to performing the tasks that require the need for a qualified archaeologist pursuant to TCR-2 through TCR-6 below.</p> <p>Soboba MM TCR-2: Cultural Resources Management Plan: Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-3 through TCR-6,</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.</p> <p>Soboba MM TCR-3: Tribal Monitoring: Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1). The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.</p> <p>Soboba MM TCR-4: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources: In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the Project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:</p> <p>1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and</p> <p>2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same</p> <p>a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.</p> <p>b) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under TCR-5. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.</p> <p>c) Curation. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 (i.e. a facility such as a museum, archeological center, laboratory or storage facility managed by a university, college, museum, other educational or scientific institution, a Federal, State or local Government agency or Indian tribe that can provide professional, systematic and accountable curatorial services on a long-term basis. and therefore would be professionally curated and made available to other archaeologists/researchers for further study). The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.</p> <p>Soboba MM TCR-5: Final Reporting: In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building</p>	

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
		<p>permit, the Project Applicant shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval by the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Applicant shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p> <p>Soboba MM TCR-6: Discovery of Human Remains: In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.</p>	
UTILITIES AND SERVICE SYSTEMS			
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	EIR 4.10 (a)	PPP 4.1-1 to 4.2.4 apply. MM BIO-1 to MM BIO-4 apply. MM CR-1 and MM CR-2 apply. MM Gabrieleño TCR-1 and Soboba TCR-1 through TCR-6 apply.	Less than significant

Environmental Topic/Threshold	Document/Section	Plans, Policies, Programs (PPP) and/or Mitigation Measures (MM) Required to Reduce Impact	Level of Significance
facilities, the construction or relocation of which could cause significant environmental effects?			

2. INTRODUCTION

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (EIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the Project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the Project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (Guidelines § 21067). The City of Jurupa Valley has the principal responsibility for approval of the Project and related land use entitlements. For this reason, the City of Jurupa Valley is the CEQA lead agency for this Project.

The overall purpose of this EIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the Project. This EIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)
- City of Jurupa Valley Environmental Guidelines and Significance Thresholds, adopted June 4, 2020 by City Council Resolution No. 2020-40.

2.2 DOCUMENT FORMAT

This EIR contains all the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 et. seq. and California Code of Regulations, Title 14, Division 6, Chapter 3). CEQA requires that an EIR contain, at a minimum, certain specified content. In summary, the content and format of this EIR is as follows:

Section 1.0, *Executive Summary*, includes a Project introduction, a brief description of the Project, a summary of areas of controversy/issues to be resolved, a description of the Notice of Preparation (NOP) comments received, as well as a description of the Project alternatives and a summary of impacts, mitigation measures, and level of impacts following mitigation.

Section 2.0, *Introduction and Purpose*, provides introductory information about the CEQA process and the responsibilities of the City of Jurupa Valley, serving as the Lead Agency of this EIR. This section also includes a description of the document format as well as the purpose of CEQA and this EIR.

Section 3.0, *Project Description*, serves as the EIR's Project Description and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines § 15123.

Section 4.0, *Environmental Analysis*, provides an analysis of potential direct, indirect, and cumulative impacts that may occur with implementation of the Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted.

Section 5.0, *Additional Topics Required by CEQA*, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, potential growth-inducing impacts of the proposed Project.

Section 6.0, *Project Alternatives*, describes and evaluates alternatives to the Project that could reduce or avoid the Project's adverse environmental effects.

Section 7.0, *List of Preparers*, lists the persons who authored or participated in preparing this Draft EIR, including agencies and persons consulted.

Technical Appendices. CEQA Guidelines § 15147 states that the *"information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "[p]lacement of highly technical and specialized analysis and data in the body of an EIR shall be avoided."* Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this Draft EIR are provided separately as Technical appendices. The Technical Appendices are available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City's regular business hours or can be accessed at the following link:

<https://www.jurupavalley.org/DocumentCenter/Index/68>

2.3 PROJECT OVERVIEW

The Project is proposing an approximately 250,000-square-foot commercial shopping center with a variety of retail, commercial, restaurant, carwash, and visitor-serving commercial uses as described below. To implement the Project, the following discretionary entitlements are required. A more detailed description of the Project is provided in Section 3.0- *Project Description/Environmental Setting*.

Change of Zone (CZ) No. 20001

The Project's zoning is C-P-S (Scenic Highway Commercial), A-1 (Light Agriculture), and C-1/C-P (General Commercial). The Change of Zone is to amend the zoning map for the portions of the site that are zoned 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 nineteen (19) parcels to accommodate the lease or sale of building pads.

Conditional Use Permit (CUP) No. 20001

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

Site Development Permit (SDP) No. 20018

Approximately 250,000-square foot-commercial shopping center on approximately 33 acres consisting of the following land uses:

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

The site plan shown on Figure 3.1- Conceptual Site Plan is based on the tenant mix known at this time. If the site plan is revised, further CEQA review may be required pursuant to Section 15162 of the State CEQA Guidelines.

Variance (VAR) 21000

Required to allow certain signs to exceed the maximum height, maximum sign area, and the number of signs allowed. (See Section 4.1, *Aesthetics* for details).

2.4 PROJECT LOCATION

The Project site consists of approximately 33 acres in the City of Jurupa Valley, Riverside County, California. From a regional perspective, the Project site is located in the northwest portion of the City of Jurupa Valley. State Route (SR) 60 is located immediately adjacent to the north of the Project site and Interstate 15 (I-15) is located approximately 5 miles west of the Project site. At the local scale, the Project site is located on the northeast corner of Mission Boulevard and Pyrite Street. The site is also identified by Riverside County Assessor's Parcel Numbers 171-020-001, 171-020-002, 171 020 025. (Refer to Figure 3-1, *Regional Location Map* on page 3-2 and Figure 3.2, *Vicinity Map/Aerial Photo* on page 3-3.

2.5 Requested Entitlements and Permits

The anticipated approvals required for this Project are listed in Table 2.1, *Requested Entitlements*.

Table 2.1. Requested Entitlements

Agency	Entitlement/Permit
City of Jurupa Valley	Certification of the EIR Approval of Change of Zone Approval of Tentative Parcel Map Approval of Site Development Permit Approval of Conditional Use Permit Approval of a Variance
Santa Ana Regional Water Quality Control Board	Issuance of National Pollution Discharge Elimination System (NPDES) Permit Issuance of Construction General Permit Coverage Issuance of Commercial General Permit Coverage
Riverside County Flood Control and Water Conservation District	Encroachment Permit.

2.6 NOTICE OF PREPARATION

To determine the scope of this EIR, the City prepared and distributed a Notice of Preparation (NOP) for the Project on October 9, 2020 to the State Office of Planning and Research, each responsible and trustee agency, and submitted to the Riverside County Clerk. Table 2.2, *Summary of Notice of Preparation Comments* on the following page summarizes the comments received regarding the NOP issued for this EIR and identifies the location in this EIR document where the comments are addressed.

Table 2.2. Summary of Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Comments	Location in this EIR where Comment is Addressed
Native American Heritage Commission	10/12/20	Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project in order to avoid inadvertent discoveries of native American human remains and protection of tribal cultural resources.	Section 4.7- Tribal Cultural Resources

All NOP comment letters are included in Technical Appendix A of this Draft EIR.

2.7 INITIAL STUDY

Based on the size and scope of the Project, the City determined that an EIR would clearly be required for the Project. Pursuant to CEQA Guidelines Section 15063 (c) (3), although an Initial Study was not required to make this determination, the preparation of an Initial Study was prepared to assist in the preparation of this EIR by:

- ☐ Focusing the EIR on the effects determined to be significant.
- ☐ Identifying the effects determined not to be significant.
- ☐ Explaining the reasons for determining that potentially significant effects would not be significant.

Based on the analysis contained in the Initial Study, which is attaches to this EIR as Appendix A, *Notice of Preparation and Initial Study*, the following environmental impacts have been screened out and are not discussed in this EIR:

Aesthetics. Potential to:

- ☐ Have a substantial adverse effect on a scenic vista.
- ☐ Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway.
- ☐ In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings.
- ☐ Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area.

Agriculture and Forestry Resources. Potential to:

- ❑ 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.
- ❑ Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned "Timberland Production."
- ❑ Result in the loss of forest land or conversion of forest land to non-forest use.
- ❑ Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Air Quality. Potential to:

- ❑ Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Biological Resources. Potential to:

- ❑ 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.
- ❑ 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.
- ❑ Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Cultural Resources. Potential to:

- ❑ Disturb any human remains, including those interred outside of formal cemeteries.

Energy. Potential to:

- ❑ Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- ❑ Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Geology and Soils. Potential to:

- ☐ Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault.
- ☐ Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, seismic-related ground failure (including liquefaction, or landslides).
- ☐ Result in substantial soil erosion or the loss of topsoil.
- ☐ 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.
- ☐ Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property.
- ☐ Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides.
- ☐ 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.

Hazards and Hazardous Materials. Potential to:

- ☐ Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- ☐ 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.
- ☐ 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.
- ☐ Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- ☐ Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Hydrology and Water Quality. Potential to:

- ☐ Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- ☐ Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- ☐ 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:
 - Result in substantial erosion or siltation on- or off-site.
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - 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.
 - Impede or redirect flood flows.
 - In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- ☐ Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Land Use and Planning. Potential to:

- ☐ Physically divide an established community.

Mineral Resources. Potential to:

- ☐ Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state.
- ☐ 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.

Noise. Potential to:

- ☐ 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.
- ☐ Generation of excessive groundborne vibration or groundborne noise levels.
- ☐ 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.

Population and Housing. Potential to:

- ☐ 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).
- ☐ Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Public Services. Potential to:

- ☐ Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities the construction of which could cause significant environmental impacts for fire protection, police protection, schools, parks, or other public facilities.

Recreation. Potential to:

- ☐ Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
- ☐ Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Transportation. Potential to:

- ☐ Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- ☐ Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- ☐ Result in inadequate emergency access.

Utilities and Service Systems. Potential to:

- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple years.
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- 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.
- Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

Wildfire. The Project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones as such, an analysis of wildfire impacts was not required.

2.8 ENVIRONMENTAL RESOURCES ANALYZED IN THE EIR

Based upon the Initial Study analysis (Appendix A), comments received pursuant to circulation of the Notice of Preparation (NOP), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 2.3, *Summary of Environmental Impacts Addressed in the EIR*.

Table 2.3. Summary of Environmental Impacts Addressed in the EIR

Environmental Topic Section	Threshold	Description of Impact
4.1 Aesthetics	Conflict with applicable zoning and other regulations governing scenic quality?	Site design and the height, size, and number of pylon signs.
4.2 Air Quality	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?	Construction and operational air emissions on a regional and local basis, including impacts to sensitive receptors.. Operational NO _x emissions
4.3 Biological Resources	Impact riparian habitat, wetlands, and consistency with habitat conservation plan.	Impacts to riparian habitat, wetlands, and consistency with the Western Riverside County Multiple Habitat Conservation plan (MSHCP).
4.4 Cultural Resources	Cause a substantial adverse change in the significance of a historical resource or archaeological resource.	Impacts to historic and archaeological resources.

Environmental Topic Section	Threshold	Description of Impact
4.5 Greenhouse Gas Emissions	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Exceedance of City's greenhouse gas emission thresholds and consistency with CARB Scoping Plan and SCAG Connect SoCal Plan.
4.6 Hazards and Hazardous Materials	Reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Construction impacts to the on-site well monitoring probes for the Stringfellow Hazardous Waste Site, exposure to contaminated groundwater, exposure to hazardous materials related to the operation of the gas station.
4.7 Land Use and Planning	Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Conflict with SCAQMD 2016 Air Quality Management Plan; Western Riverside County MSHCP; and SCAG Connect So Cal plan.
4.8 Transportation	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	Net increase in the City's average VMT.
4.9 Tribal Cultural Resources	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.
4.10 Utilities and Service Systems	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 impacts to the environmental topics evaluated in the EIR.

As noted above, based on the analysis contained in the Initial Study (Appendix A), this section of the EIR analyzes and describes the potential environmental impacts associated with the implementation of the Project. The environmental impact analysis has been organized into a series of sections, each addressing a separate environmental resource. Environmental resources addressed in this EIR are presented in the following sections:

- ☐ 4.1 Aesthetics.
- ☐ 4.2 Air Quality.
- ☐ 4.3 Biological Resources.
- ☐ 4.4 Cultural Resources.
- ☐ 4.5 Greenhouse Gas Emissions.
- ☐ 4.6 Hazards and Hazardous Materials.
- ☐ 4.7 Land Use and Planning.
- ☐ 4.8 Transportation.
- ☐ 4.9 Tribal Cultural Resources.
- ☐ 4.10 Utilities and Service Systems.

2.9 Incorporated Documents

CEQA Guidelines § 15150 permits the incorporation by reference of all or portions of other documents that are generally available to the public. Any document incorporated by reference shall be made available to the public for inspection at a public place or public building and requires that the EIR state where the incorporated documents will be made available for public inspection.

The following documents have been incorporated by reference and cited as appropriate:

- ☐ *City of Jurupa Valley General Plan*, adopted by the City Council on September 7, 2017 and as currently amended.
- ☐ *City of Jurupa Valley General Final Environmental Impact Report*, certified by the City Council on September 7, 2017.
- ☐ *City of Jurupa Valley Municipal Code* (various chapters), approved through December 31, 2020.

The above-described documents are on file with the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509 and online at: <https://www.jurupavalley.org/> and are hereby incorporated by reference.

2.10 Public Review of the EIR

This EIR is being distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code § 21092(b) (3), the EIR is being provided to all parties who previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft EIR are being distributed as required by CEQA.

The Draft EIR and technical appendices were made available for a minimum 45-day public review period from **February 22, 2021** to **April 7, 2021**.

All files are available at the following links:

<https://www.jurupavalley.org/DocumentCenter/Index/68> (see folder labeled MA20035 Shops at Jurupa Valley)

Governor's Office of Planning and Research, CEQAnet Web Portal at

<https://ceqanet.opr.ca.gov/>

Enter "2020100167" in the search box and find under "MA20035 The Shops at Jurupa Valley."

Written comments regarding this EIR should be addressed to:

Patty Anders, Senior Planning Consultant

City of Jurupa Valley Planning Department

8930 Limonite Avenue, Jurupa Valley CA 92509

Phone: 951-322-6464

Fax: 951-332-6995

Email: panders@jurupavalley.org

After the public review period, the City will issue the Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, and any revisions to the Draft EIR). The Final EIR will be available for public review for a minimum of 10 days prior to the City Council taking any action on the Project. The City of Jurupa Valley Planning Commission has the authority to recommend, conditionally recommend, or not recommend the Project for approval. The City of Jurupa Valley City Council has exclusive authority to approve, conditionally approve, or deny the Project.

If the Project is approved, the City Council may impose mitigation measures specified in the Final EIR as conditions of Project approval. Alternatively, the City Council could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less than significant level, the City Council will be required to adopt a Statement of Overriding Considerations finding that the impacts are considered acceptable because specific overriding considerations from the Project's benefits outweigh the impacts in question.

3.0 PROJECT DESCRIPTION/ENVIRONMENTAL SETTING

3.1 PROJECT LOCATION

The Project site consists of approximately 33 acres in the City of Jurupa Valley, Riverside County, California. From a regional perspective, the Project site is located in the northwest portion of the City of Jurupa Valley. State Route (SR) 60 is located immediately adjacent to the north of the Project site and Interstate 15 (I-15) is located approximately 5 miles west of the Project site. At the local scale, the Project site is located on the northeast corner of Mission Boulevard and Pyrite Street. The site is also identified by Riverside County Assessor's Parcel Numbers 171-020-001, 171-020-002, 171 020 025. (Refer to Figure 3-1, *Regional Location Map* on page 3-2 and Figure 3.2, *Vicinity Map/Aerial Photo* on page 3-3.

3.2 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...” Thus, the environmental setting for the Project is the date that the Project's Notice of Preparation was published, which is October 9, 2020. On-site and adjacent land uses, General Plan land use designations, and zoning classifications are shown in *Table 3.1- Land Uses/ General Plan Land Use Designations/Zoning Classifications*.

< Table 3.1 is on the following page.

Table 3.1.Land Uses/ General Plan Land Use Designations/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.

3.3 PROJECT DESCRIPTION SUMMARY

The Project Applicant, Panorama Properties Inc, is proposing an approximately 250,000-square-foot commercial shopping center on an approximately 33-acre site with a variety of retail, commercial, restaurants, carwash, and visitor-serving commercial uses as described in detail below. To implement the Project, the following discretionary entitlements are required.

Change of Zone (CZ) No. 20001

The Project's zoning is C-P-S (Scenic Highway Commercial), A-1 (Light Agriculture), and C-1/C-P (General Commercial). The Change of Zone is to amend the zoning map for the portions of the site that are zoned C-P-S (Scenic Highway Commercial) and A-1 (Light Agriculture) to C-1/C-P (General Commercial) so the zoning will be the same for the entire Project site.

Tentative Parcel Map (TPM) No. 37890

Subdivide approximately 33 acres into 19 parcels to accommodate the lease or sale of building pads.

Conditional Use Permit (CUP) No. 20001

Required for the convenience store to allow the sale of motor vehicle fuel with the concurrent sale of beer and wine for off-premises consumption.

Site Development Permit (SDP) No. 20018

Approximately 250,000-square foot-commercial shopping on 32.94 gross 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.

The site plan shown on Figure 3.1- *Conceptual Site Plan* is based on the tenant mix known at this time. If the site plan is revised to increase the building square footage above 250,000 square feet or involves major redesign, further CEQA review may be required pursuant to Section 15162 of the State CEQA Guidelines.

Variance (VAR) 21000

Required to allow the proposed sign program to exceed Municipal Code requirements for the height limits, sign area limits, and the number of signs allowed as described below.

Freeway Sign

Allowed: One (1) sign not higher than 45' and 150 square feet of surface sign area and not located within 660' of nearest edge of freeway right-of-way line.

Proposed: One (1) 75' freeway pylon sign with 500 square feet of surface sign area located approximately 140 feet from the SR-60 freeway right-of-way.

A Variance is required for freeway sign to exceed maximum height and maximum square feet of surface sign area.

Shopping Center Signs:**Allowed:**

- ☐ One (1) 20' free standing sign not exceeding 200 square feet in surface area. All other locations—maximum height of 20' and shall not exceed 50 square feet.
- ☐ Number of freestanding signs: 1 per street frontage—2 maximum, provided signs are not located on the same street and at least 100' apart and the 2nd sign does not exceed 100 square feet of surface area, and no more than 20' in height.

Proposed:

- Two (2) street pylon signs: 25' high and 180 square feet per face/sign. Total surface sign area: 720 square feet.
- Five (5) monument signs: 10' feet high with approximately 50 square feet /sign face/sign. Total surface sign area: 480 square feet.
- 20 wayfinding signs: 6' high with approximately 9 square feet/sign face/sign. Total sign area: 360 square feet.

Total surface sign area of all signs is approximately 2,200 square feet.

A Variance is required to exceed the number of signs allowed in a shopping center (3 signs), the height maximum height 20' for the 2 street pylon signs, and the total maximum surface sign allowed of 350 square feet.

3.4. PROJECT OBJECTIVES

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential and commercial uses with a commercial retail center. The following is a list of specific objectives that the proposed Project is intended to achieve:

- Develop a commercial retail center within the SR 60 Freeway Commercial Opportunity Area (OA-1) that implements the General Plan policies to encourage land use actions for designated Opportunity Areas that attracts economically and environmentally sustainable development.
- Develop a commercial center that attracts new businesses to the City of Jurupa Valley in proximity to residences, thereby providing a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.
- Encourage pedestrian activity by developing commercial uses within walking distance of residential neighborhoods and public transit.
- Develop a vacant commercial property with close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

3.5 PROPOSED IMPROVEMENTS

Street Improvements and Access

Mission Boulevard will be improved with new pavement, meandering sidewalks, and concrete curbs and gutters 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 on Mission Boulevard. Pyrite Street will be improved with new pavement, sidewalk, and concrete curbs and gutters within a half-width 40-foot right of way adjacent to the western boundary of the site. Site access is planned via two (2) driveway(s) on Pyrite Street and three (3) driveways on Mission Boulevard.

Vehicle Parking

The Project would provide a total of approximately 1,324 off-street vehicle parking spaces in compliance with Municipal Code Section 9.240-120- *Off-Street Vehicle Parking*.

Bicycle Parking

The Project would provide a total of approximately 129 bicycle parking spaces in compliance with Municipal Code Section 9.240-120- *Off-Street Vehicle Parking*.

Pedestrian Access

The Project site would be accessible to pedestrians via the proposed concrete sidewalks on Mission Boulevard and Pyrite Street. The sidewalks are proposed to connect to the internal sidewalk network.

Landscaping

A variety of trees, shrubs, vines, and accent plants are proposed along the perimeter of the proposed buildings, parking areas, and Project site's frontage on Mission Boulevard and Pyrite Street. All new landscaping installation is required to comply with the Municipal Code Section 9.283-*Water Efficient Landscape Design Requirements*.

Lighting

The Project includes the installation of outdoor nighttime lighting throughout the Project site. Exterior light poles would be installed throughout the parking lots on the site to provide lighting for security and way-finding. Additionally, exterior lighting in the form of wall mounted lights and sconces would be installed on the sides of buildings. All outdoor lighting shall be designed and installed to comply with California Green Building Standards Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standards Code Section 101.7, whichever is more stringent.

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.

3.6 CONSTRUCTION AND OPERATIONAL CHARACTERISTICS

Construction

Construction of the Project is expected to take approximately 11 months and be open in early 2022. Site preparation and grading will take approximately 2 months and building construction, paving, and application of architectural coatings taking approximately 9 months. The natural topography of the Project site is relatively flat so no unusual grading conditions are present and substantial import or export of earth materials is not expected.

During all phases of construction, all construction equipment and materials storage would occur within the Project site. No off-site staging area for trucks or equipment would be required during construction activities. To avoid or minimize temporary construction-related traffic impacts throughout site preparation and construction activities, the Project Applicant would be required to prepare and implement a City-approved construction traffic management plan. Table 3-2, *Construction Equipment Assumptions*, shows the heavy construction equipment that is expected to be used for grading the Project site.

Table 3.2 Construction Equipment Assumptions

Activity	Equipment	Number	Hours Per Day
Site Preparation	Tractors/Loaders/Backhoes	1	0.5
Grading	Graders	1	0.5
	Rubber Tired Dozers	1	0.5

Activity	Equipment	Number	Hours Per Day
	Scrapers	2	1
	Tractors/Loaders/Backhoes	2	0.5
Building Construction	Cranes	2	7
	Forklifts	4	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	4	7
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coatings	Air Compressors	1	6

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

Operational Characteristics

The Project consists of commercial, retail, and office uses. Typical operational activities include patrons and employees traveling to and from the site, maintenance activities, and delivery of goods and supplies to the businesses on the site.

<Figure 3.1- Regional Location Map is on the following page>

Figure 3.1- Regional Location Map

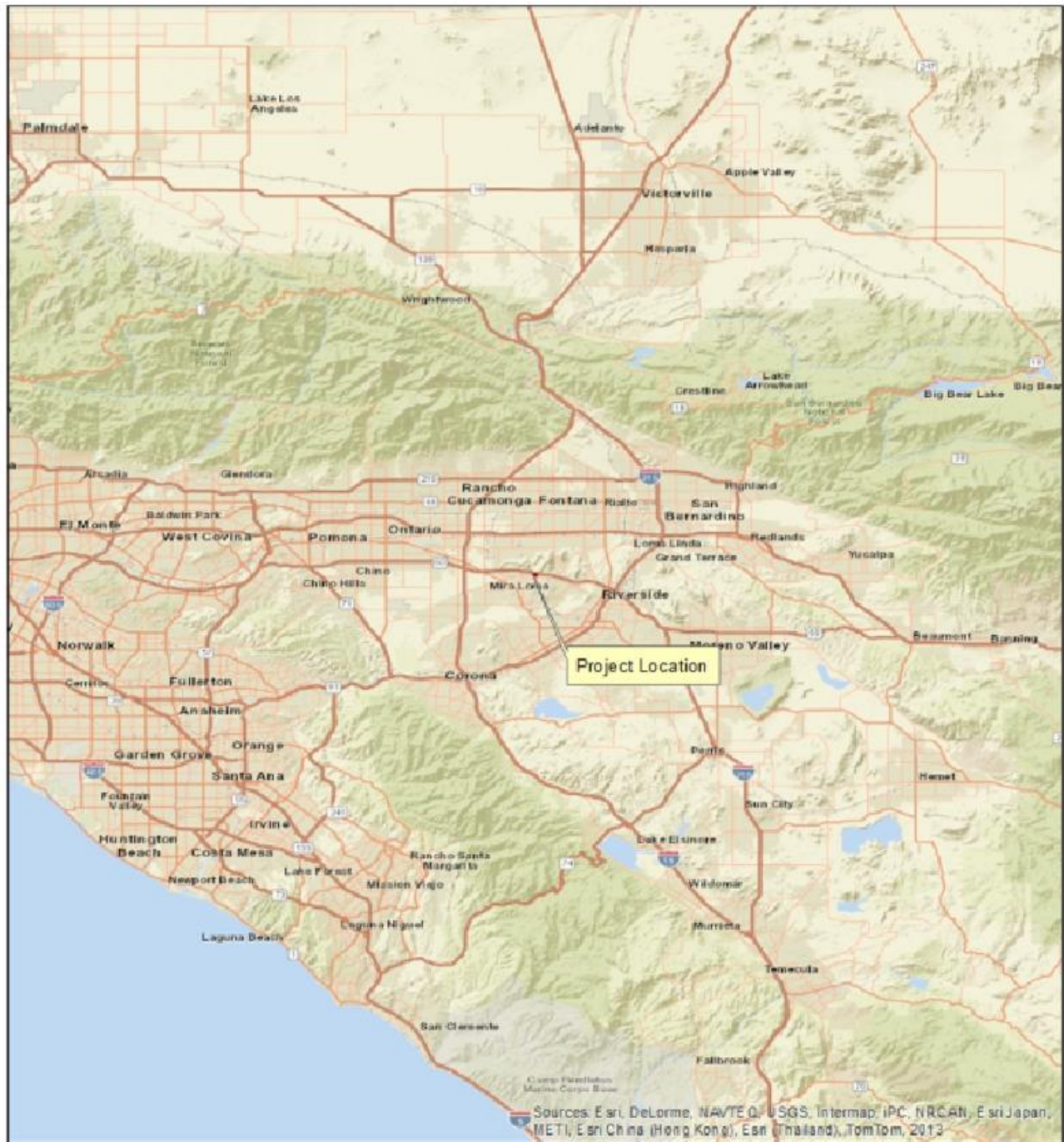


Figure 3.2- Vicinity Location Map/Aerial Photo



Figure 3.3- Conceptual Site Plan



4. Environmental Analysis

4.1 SCOPE OF THE EIR

As noted in Section 2.7, the preparation of an Initial Study was prepared to assist in the preparation of this EIR by:

- Focusing the EIR on the effects determined to be significant.
- Identifying the effects determined not to be significant.
- Explaining the reasons for determining that potentially significant effects would not be significant.

Based on the analysis contained in the Initial Study, which is attached to this EIR as Appendix A, *Notice of Preparation and Initial Study*, certain environmental impacts have been screened out and are not discussed in this EIR as described on pages 2-5 through 2-10 and are not repeated here.

Based upon the Initial Study analysis (Appendix A), comments received pursuant to circulation of the Notice of Preparation (NOP), and other public/agency input, the analysis of the EIR addresses the following topics as described in Table 4.1- *Environmental Impacts Addressed in the EIR*.

Table 4.1. Environmental Impacts Addressed in the EIR

Environmental Topic Section	Threshold	Description of Impact
4.1 Aesthetics	Conflict with applicable zoning and other regulations governing scenic quality?	Site design and the height, size, and number of pylon signs.
4.2 Air Quality	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?	Construction and operational air emissions on a regional and local basis, including impacts to sensitive receptors.. Operational NO _x emissions
4.3 Biological Resources	Impact riparian habitat, wetlands, and consistency with habitat conservation plan.	Impacts to riparian habitat, wetlands, and consistency with the Western Riverside County Multiple Habitat Conservation plan (MSHCP).

Environmental Topic Section	Threshold	Description of Impact
4.4 Cultural Resources	Cause a substantial adverse change in the significance of a historical resource or archaeological resource.	Impacts to historic and archaeological resources.
4.5 Greenhouse Gas Emissions	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Exceedance of City's greenhouse gas emission thresholds and consistency with CARB Scoping Plan and SCAG Connect SoCal Plan.
4.6 Hazards and Hazardous Materials	Reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Construction impacts to the on-site well monitoring probes for the Stringfellow Hazardous Waste Site, exposure to contaminated groundwater, exposure to hazardous materials related to the operation of the gas station.
4.7 Land Use and Planning	Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Conflict with SCAQMD 2016 Air Quality Management Plan; Western Riverside County MSHCP; and SCAG Connect So Cal.
4.8 Transportation	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	Net increase in the City's average VMT.
4.9 Tribal Cultural Resources	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.
4.10 Utilities and Service Systems	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 impacts to the environmental topics evaluated in the EIR.

Each of the environmental resources describe above is analyzed by responding to a series of questions pertaining to the impact of the Project on the particular resource. 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.

Significant and Unavoidable Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Impact(s) have been identified or anticipated that cannot be mitigated to a level of insignificance.	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 EIR, 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 resource, Plans, Policies, or Programs (PPP) were assumed and accounted for in the assessment of impacts for each resource. Mitigation Measures were formulated only for those resources 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 indicated in the analysis.

4.2 SCOPE OF CUMULATIVE IMPACT ANALYSIS

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

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

- A. *A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.*
- B. *A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.*

The cumulative impact analysis in this EIR uses both methods as described more specifically in each cumulative impact section. The geographic area in which cumulative impacts are considered varies between the type of resources that is evaluated. For instance, for utilities and service systems, the area considered is the service area of each utility provider. The geographic scope of air quality is the South Coast Air Basin, which is the air basin where the project site is located.

Table 4.2 shows the cumulative projects within an approximately 2.5-mile radius of the Project site. The table specifies dwelling units and the nonresidential area associated with the projects. Figure 4-1 gives a graphical representation of the project locations.

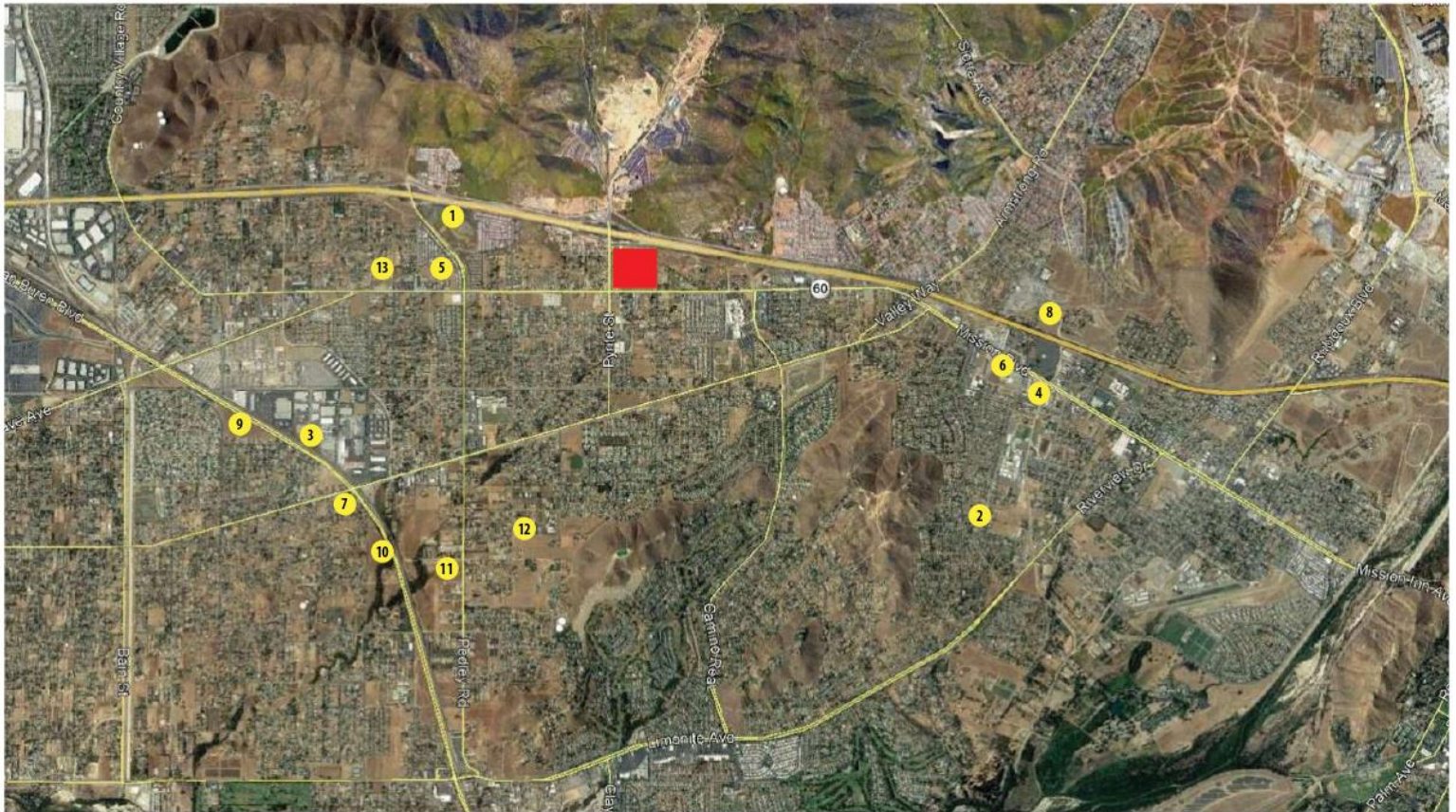
Table 4.2. Cumulative Project List

Project ID No.	Project	Land Uses	Dwelling Units	Non-Residential (sf/ac)
1	Pedley Crossing	Shopping Center	---	255,980 sf
2	Tentative Tract Map 36827	Single Family Homes	13	DU
3	Galena Business Park	General Industrial	---	47,500 sf
4	Legend Shopping Center	Shopping Center	---	50,000 sf
5	Veterans Enriched Neighborhood	Single Family Homes	---	26
6	99 Cent Only Store	Retail Store	---	18,012 sf
7	Jurupa Road Convenience Store	Convenience/Gas	---	3.886
8	Tentative Tract Map 37211	Single Family Homes	48	DU
9	Van Buren Commercial Center	Shopping Center	---	96,638 sf
10	Dos Ranchos	Single Family Homes	215	DU
11	KUO	Single Family Homes	56	DU
12	TTM 36702	Single Family Homes	17	DU
13	TTM 36572	Multi Family Homes	6	DU

Sources: City of Jurupa Valley Cumulative Project List, December 30, 2020 and Traffic Impact Analysis (Appendix P).

<Figure 4-1 Cumulative Project Location Map is on the next page>

Figure 4.1. Location of Cumulative Projects



4.1 AESTHETICS

This section of the EIR evaluates the Project's consistency with the City's General Plan and Municipal Code requirements governing scenic quality.

4.1.1 EXISTING SETTING

A review of aerial imagery from Google Earth indicates that the property has been undeveloped vacant land since at least 1994. Current disturbances include 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. Site photographs are provided in Figures 4.1.1, 4.1.2, and 4.1.3.

Figure 4.1.1. View Looking North from Mission Boulevard.



Figure 4.1.2. View Looking Southeast from the Intersection of SR-60 and Pyrite Street.



Figure 4.1.3. View Looking Northeast from the Intersection of Mission Blvd. and Pyrite St.



4.1.2 NOTICE OF PREPARATION COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review from October 9, 2020 to November 9, 2020. No comments were made during the NOP comment period that pertain to aesthetics.

4.1.3 REGULATORY FRAMEWORK

Federal & State Regulations

There are no federal or state regulations that apply to aesthetics.

Local Regulations

The City of Jurupa Valley General Plan identifies policies that relate to aesthetic resources within the City. The specific policies outlined in the City's General Plan that are related to aesthetics and that apply to the Project are listed in Table 4.7.1- *General Plan Consistency Analysis* in EIR Section 4.7, *Land Use and Planning*.

The salient Municipal Code regulations pertaining to aesthetics are contained in Section 9.115.040, *Development Standards* and Section 9.240, *General Provisions* and are summarized as follows.

- 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.
- All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of one thousand, three hundred and twenty (1,320) feet.
- Landscaped areas shall be distributed throughout the entire off-street parking area as evenly as is appropriate in the design of the parking facility.
- Any open areas in the interior shall be landscaped with appropriate plant materials.
- All parking areas shall be screened from view along the entire perimeter of the parking lot by the construction of either a three (3) foot high and three (3) foot wide earthen berm, or a three (3) foot wide planter with shrubbery that can be maintained at a height of three (3) feet. When the parking area is adjacent to a public road right-of-way, the berm or planter shall be five (5) feet in width.

4.1.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to aesthetics that were not screened out by the Initial Study for further review in the EIR. Based on these significance thresholds, a project would have a significant impact on aesthetic resources if it would:

- ☐ *If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?*

4.1.5 IMPACT ANALYSIS

The Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan as shown on the following figures.

- ☐ *Figure 4.1.4-Typical Architectural Elements.*
- ☐ *Figure 4.1.5-Landscape Concept Plan.*
- ☐ *Figure 4.1-6- 75' High Freeway Pylon Sign Adjacent to SR-60 (1 sign).*
- ☐ *Figure 4.1-7- 25' High Pylon Sign Adjacent to Mission Boulevard and Pyrite Street (3 signs).*
- ☐ *Figure 4.1-8- 10' High Monument Signs (3 signs adjacent to Mission Boulevard and 2 adjacent to Pyrite Street)*

< Figure are located on pages 4.1 4 through 4.1.7 >

Figure 4.1.4. Typical Architectural Elements



PANORAMA DEVELOPMENT, LLC
2005 WINSTON COURT,
UPLAND, CA 91784

THE SHOPS AT JURUPA VALLEY
NEC MISSION BOULEVARD & PYRITE STREET
JURUPA VALLEY, CALIFORNIA

#	Description	Date
1	1ST SUBMITTAL	02/24/2020
2		
3		



McKently Malak
ARCHITECTS

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Pasadena, California 91103
626.799.9100 | mk@malakarch.com

CONCEPT IMAGES

02.24.2020
19235000A

CI-01

Figure 4.1.5. Landscape Concept Plan



Figure 4.1.6. 75’ High Freeway Pylon Sign Adjacent to SR-60 (1 sign).

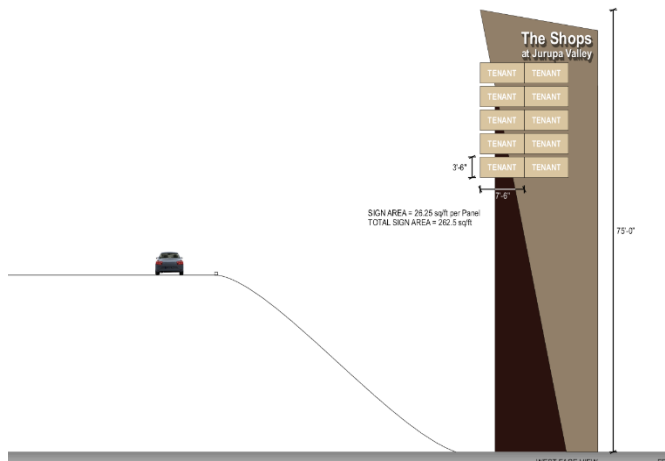


Figure 4.1.7. 25’ High Street Pylon Sign Adjacent to Mission Boulevard and Pyrite Street (3 signs).

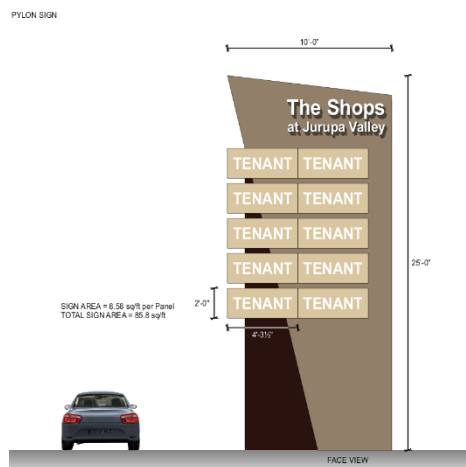
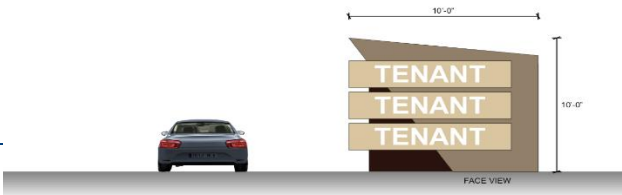


Figure 4.1.8. 10’ High Monument Signs (3 adjacent to Mission Boulevard and 2 adjacent to Pyrite Street).



Threshold 4.1.5 (a). Would the Project:	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) If located in an Urbanized Area, conflict with applicable zoning and other regulations governing scenic quality?			■	
<i>Significance Criteria: As determined by the Planning Department, is the project consistent with any applicable policies listed under General Plan Section LUE 11 – Project Design and any applicable zoning requirements related to scenic quality?</i>				

According to Census 2010, the Project site is located in the Riverside-San Bernardino, CA Urbanized Area¹. As such, the Project is evaluated for consistency with the City's General Plan and Municipal Code requirements governing scenic quality as described below.

Architectural Quality

As shown on Figure 4.1-4 *Typical Architectural Elements* on page 4.1-5, the primary architectural elements consist of:

- ☐ Stucco exterior;
- ☐ Roof tiles;
- ☐ Wood eaves;
- ☐ Wood latices; and
- ☐ Wood trellises.

The Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. As such, the Project will improve the aesthetic quality of the site.

Development Standards

The applicable zoning *regulations governing scenic quality* are contained in Section 9.115.040, *Development Standards* and Section 9.240-*General Provisions*. Consistency with these zoning requirements are discussed below.

- ☐ Any portion of a building which exceeds thirty-five (35) feet in height shall be set back from the front, rear and side lot lines not less than two (2) feet for each foot by which the height exceeds thirty-five (35) feet. **Consistent:** The Project meets all setback requirements.
- ☐ 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

¹ 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.

structure exceed seventy-five (75) feet in height, unless a variance is approved pursuant to Section 9.240.270. **Consistent:** The maximum height of buildings proposed by the Project is 38-feet at the highest elevation.

- All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of one thousand, three hundred and twenty (1,320) feet. **Consistent:** All roof mounted equipment will be screened by parapet walls.

Landscape Design

Landscaping includes include trees, shrubs and ground covers, and an automatic, water conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards.

In addition, the Project will be conditioned to meet the mandatory requirements of Municipal Code Section 9.240.120, including but not limited to the following requirements:

- Include minimum 24-inch box trees for 50% shading and interior landscaping requirements.
- Require a minimum of 50% of the parking lot area to be shaded.
- A minimum of 11% of the interior parking area shall be landscaped.
- All landscaped areas shall be designed so that plant materials are protected from vehicle damage, encroachment or overhang.
- All landscaping shall be within planters bounded by a curb at least six (6) inches high.
- A six (6) inch high curb with a twelve (12) inch wide concrete walkway shall be constructed along planters on end stalls adjacent to vehicle parking spaces.

Sign Regulations

The sign program for the Project is proposing one (1) freeway pylon sign, two (2) street pylon signs, and five (5) monument signs as shown in Figures 4.1-6 through 4.1-8 on page 4.1-8. In addition, various way finding signs are proposed throughout the center.

As proposed, the sign program is not consistent with the sign regulations contained in Municipal Code Section 9.245.040 with respect to the requirements for the height limits, surface sign area limits, and the number of signs allowed as described below.

Freeway Sign

Allowed: One (1) sign not higher than 45' and 150 square feet of surface sign area and not located within 660' of nearest edge of freeway right-of-way line.

Proposed: One (1) 75' freeway pylon sign with 500 square feet of surface sign area located approximately 140 feet from the SR-60 freeway right-of-way.

A Variance is required for freeway sign to exceed maximum height and maximum square feet of surface sign area.

Shopping Center Signs:

Allowed:

- ❑ One (1) 20' free standing sign not exceeding 200 square feet in surface area. All other locations—maximum height of 20' and shall not exceed 50 square feet.
- ❑ Number of freestanding signs: 1 per street frontage—2 maximum, provided signs are not located on the same street and at least 100' apart and the 2nd sign does not exceed 100 square feet of surface area, and no more than 20' in height.

Proposed:

- ❑ Two (2) street pylon signs: 25' high and 180 square feet per face/sign. Total surface sign area: 720 square feet.
- ❑ Five (5) monument signs: 10' feet high with approximately 50 square feet /sign face/sign. Total surface sign area: 480 square feet.
- ❑ 20 wayfinding signs: 6' high with approximately 9 square feet/sign face/sign. Total sign area: 360 square feet.

Total surface sign area of all signs is approximately 2,200 square feet. Therefore, a Variance is required to exceed the number of signs allowed in a shopping center (3 signs), the height maximum height 20' for the 2 street pylon signs, and the total maximum surface sign allowed of 350 square feet.

With respect to aesthetic impacts, the proposed signage is high quality, well-designed, and is architecturally integrated with and complementary to the proposed buildings and adjacent development. If a variance is approved, the signs would not be in conflict with applicable zoning and other regulations governing scenic quality.

***Level of Significance:* Less than significant (with approval of a Variance).**

4.1.6 CUMULATIVE IMPACTS

The cumulative impact analysis takes into consideration the geographic area identified by the General Plan as the Mission Commercial Corridor Overlay which is applied to properties designated Commercial Retail (CR) along both sides of Mission Boulevard between Bain Street and Jurupa Road, except for the Glen Avon Town Center.

The Mission Commercial Corridor is in an urbanized area that is developed with commercial and residential uses. The Project is consistent with all applicable General Plan policies (see Table X in Section 4.7, *Land Use and Planning*). The Project is also consistent with all applicable zoning regulations governing scenic quality as discussed under Threshold 4.1.5 (a) above.

The closest foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located approximately one mile from the Project site and would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. In addition, these projects will be required to comply with the City's applicable zoning and other regulations governing scenic quality. Therefore, the Project has no potential to contribute to a cumulatively significant impact because of an inconsistency with General Plan and zoning standards governing scenic quality.

***Level of Significance:* Less than significant.**

4.2 AIR QUALITY

This section of the EIR evaluates the potential impacts to air quality associated with construction and operation of the Project and, if warranted, recommends measures to mitigate impacts considered potentially significant in comparison to thresholds established by the South Coast Air Quality Management District (SCAQMD).

4.2.1 AIR POLLUTION CONSTITUENTS AND ASSOCIATED HUMAN HEALTH EFFECTS

Air Pollutants are the amounts of foreign and/or natural substances occurring in the atmosphere that may result in adverse effects to humans, animals, vegetation and/or materials. The Air Pollutants regulated by the SCAQMD are described below.²

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

Nitrogen Dioxide (NO_x). Nitrogen dioxide (NO₂) is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x.

Particulate Matter (PM_{2.5} and PM₁₀): One type of particulate matter is the soot seen in vehicle exhaust. Fine particles either those with a diameter of 10 microns or less (PM₁₀) or those with a diameter of 2.5 microns or less, are inhalable into the lungs and can induce adverse health effects.

Sulfur Dioxide (SO₂). A strong smelling, colorless gas that is formed by the combustion of fossil fuels. Power plants, which may use coal or oil high in sulfur content, can be major sources of SO₂.

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

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

A summary of the common sources and health effects commonly associated with criteria pollutants and toxic air contaminants is provided in Table 4.3.1, *Air Pollution Constituents and Associated Human Health Effects*, on the following page.

² <http://www.aqmd.gov/home/air-quality>

Table 4.2 1. Air Pollution Constituents and Associated Human Health Effects

Pollutant	Health Effects	Examples of Sources
Particulate Matter (PM _{2.5} and PM ₁₀ : less than or equal to 2.5 or 10 microns, respectively)	<input type="checkbox"/> Hospitalizations for worsened heart diseases <input type="checkbox"/> Emergency room visits for asthma <input type="checkbox"/> Premature death	<input type="checkbox"/> Cars and trucks (especially diesels) <input type="checkbox"/> Fireplaces, wood stoves <input type="checkbox"/> Windblown dust from roadways, agriculture, and construction
Ozone (O ₃)	<input type="checkbox"/> Cough, chest tightness <input type="checkbox"/> Difficulty taking a deep breath <input type="checkbox"/> Worsened asthma symptoms <input type="checkbox"/> Lung inflammation	<input type="checkbox"/> Precursor sources ¹ : motor vehicles, industrial emissions, and consumer products
Carbon Monoxide (CO)	<input type="checkbox"/> Chest pain in heart patients ² <input type="checkbox"/> Headaches, nausea ² <input type="checkbox"/> Reduced mental alertness ² <input type="checkbox"/> Death at very high levels ²	<input type="checkbox"/> Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Nitrogen Dioxide (NO ₂)	<input type="checkbox"/> Increased response to allergens	See carbon monoxide sources
Toxic Air Contaminants (TAC)	<input type="checkbox"/> Cancer <input type="checkbox"/> Chronic eye, lung, or skin irritation <input type="checkbox"/> Neurological and reproductive disorders	<input type="checkbox"/> Cars and trucks (especially diesels) <input type="checkbox"/> Industrial sources such as chrome platers <input type="checkbox"/> Neighborhood businesses such as dry cleaners and service stations <input type="checkbox"/> Building materials and products
¹ Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere. <input type="checkbox"/> ² Health effects from CO exposures occur at levels considerably higher than ambient.		

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

4.2.2 ENVIRONMENTAL SETTING

Existing Physical Setting

The Project site is located in the City of Jurupa Valley, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevents further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

Existing Regional Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Both the State of California (State) and the federal government have established health-based ambient air quality standards (AAQS) for seven (7) air pollutants. These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter less than 10 microns in size (PM₁₀), particulate matter less than 2.5 microns in size (PM_{2.5}), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide (H₂S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O₃, CO, NO₂, SO₂, and PM₁₀. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial-stage control actions are to begin. An alert will be declared when any one of the pollutant alert levels is reached at any monitoring site and when meteorological conditions are such that the pollutant concentrations can be expected to remain at these levels for 12 or more hours or increase (or, in the case of oxidants, the situation is likely to recur within the next 24 hours unless control actions are taken).

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown Table 4.2.2.

Table 4.2.2. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1-Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24-Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5}) ⁹	24-Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
	1-Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m ³)	Photometry (NDIR)	9 ppm (10 mg/m ³)	—	Photometry (NDIR)
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1-Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (for certain areas) ¹¹	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	3-Hour	—		—	0.5 ppm (1300 µg/m ³)	
	1-Hour	0.25 ppm (655 µg/m ³)		75 ppb (196 µg/m ³)	—	
Lead ^{12,13}	30-Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹³	Same as Primary Standard	
	Rolling 3-Month Average ¹¹	—		0.15 µg/m ³		
Visibility-Reducing Particles ¹⁴	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24-Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Notes:

- 1) California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2) National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current national policies.

- 3) *Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.*
- 4) *Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.*
- 5) *National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.*
- 6) *National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.*
- 7) *Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.*
- 8) *On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.*
- 9) *On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu\text{g}/\text{m}^3$ to 12.0 $\mu\text{g}/\text{m}^3$. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu\text{g}/\text{m}^3$, as was the annual secondary standard of 15 $\mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.*
- 10) *To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1 hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.*
- 11) *On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24 hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1 hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24 hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.*

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12) *The CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.*
- 13) *The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 $\mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.*
- 14) *In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.*

The California Air Resources Board (CARB) coordinates and oversees both State and federal air pollution control programs in the State. CARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the State in conjunction with the United States Environmental Protection Agency (EPA) and local air districts. CARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. Data collected at various air quality monitoring stations are used by CARB and EPA to classify air basins as "attainment," "nonattainment," "nonattainment-transitional," or "unclassified," based

on air quality data for the most recent 3 calendar years compared with the AAQS. Attainment areas may be:

- **Attainment/unclassified** (“unclassifiable” in some lists), which have never violated the air quality standard of interest or do not have enough monitoring data to establish attainment or nonattainment status;
- **Attainment-maintenance** (national ambient air quality standards [NAAQS] only), which violated a NAAQS that is currently in use (was nonattainment) in or after 1990, but now attains the standard and is officially re-designated as attainment by EPA with a maintenance State Implementation Plan (SIP); or
- **Attainment** (usually only for California ambient air quality standards [CAAQS], but sometimes for NAAQS), which have adequate monitoring data to show attainment, have never been nonattainment, or, for NAAQS, have completed the official maintenance period.

Nonattainment areas are imposed with additional restrictions as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards Table 4.2.3, *Attainment Status in the South Coast Air Basin*, lists the attainment status for the criteria pollutants in the SCAB.

Table 4.2.3. Attainment Status in the South Coast Air Basin.

Pollutant	State	Federal
O ₃	Nonattainment (1-hour) Nonattainment (8-hour)	Extreme Nonattainment (1-hour) Extreme Nonattainment (8-hour)
PM ₁₀	Nonattainment (24-hour) Nonattainment (Annual)	Attainment-Maintenance (24-hour)
PM _{2.5}	Nonattainment (Annual)	Serious Nonattainment (24-hour) Moderate Nonattainment (Annual)
CO	Attainment (1-hour) Attainment (8-hour)	Attainment-Maintenance (1-hour) Attainment-Maintenance (8-hour)
NO ₂	Attainment (1-hour) Attainment (Annual)	Attainment/Unclassified (1-hour) Attainment-Maintenance (Annual)
SO ₂	Attainment (1-hour) Attainment (24-hour)	Attainment/Unclassified (1-hour) Attainment/Unclassified (Annual)
Lead	Nonattainment ¹ (30-day average)	Nonattainment ¹ (3-month rolling)
All Others	Attainment/Unclassified	N/A
¹ Only the Los Angeles County portion of the Basin is in nonattainment for lead. Basin = South Coast Air Basin O ₃ = ozone CO = carbon monoxide PM _{2.5} = particulate matter less than 2.5 microns in size N/A = not applicable PM ₁₀ = particulate matter less than 10 microns in size NO ₂ = nitrogen dioxide SO ₂ = sulfur dioxide		

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

Existing Local Air Quality

SCAQMD, together with CARB, maintains ambient air quality monitoring stations in the SCAB. The air quality monitoring station that monitors air pollutant data closest to the Project site is the Mira Loma Van Buren Monitoring Station located approximately 2.06 miles southwest of the Project site. The most recent three (3) years of data available is shown on Table 4.2-4, *Air Quality Concentration at the Mira Loma Van Buren Monitoring Station* identifies the number of days ambient air quality standards were exceeded for the Project area, which is considered to be representative of the local air quality at the Project site.

Table 4.2.4. Air Quality Concentration at the Mira Loma Van Buren Monitoring Station

Pollutant (Standard) ²	Year		
	2016	2017	2018
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.140	0.144	0.129
Days > CAAQS (0.09 ppm)	34	41	21
Maximum 8-Hour Concentration (ppm)	0.106	0.112	0.108
Days > NAAQS (0.07 ppm)	65	64	57
Days > CAAQS (0.070 ppm)	70	72	57
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	1.9	2.2	2.6
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.40	2.00	2.4
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.065	0.065	0.055
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.0056	0.0025	0.0017
Days > CAAQS (0.25 ppm)	0	0	0
Inhalable Particulates (PM₁₀):			
Maximum 24-Hour Concentration (ug/m ³)	116.3	111.6	98.9
Days > NAAQS (150 ug/m³)	0	0	0
Days > CAAQS (50 ug/m³)	25	28	22
Ultra-Fine Particulates (PM_{2.5}):			
Maximum 24-Hour Concentration (ug/m ³)	50.9	63.9	89.1
Days > NAAQS (35 ug/m³)	7	10	6
¹ Source: obtained from https://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year and /or https://www.arb.ca.gov/adam/topfour/topfour1.php ² CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million ³ No data available.			

Source: *Air Quality and Greenhouse Gas Impact Study (Appendix B)*.

The monitoring data presented in Table 4.2.4 shows that ozone and particulate matter (PM₁₀ and PM_{2.5}) are the air pollutants of primary concern in the Project area, which are detailed below.

Ozone

During the 2016 to 2018 monitoring period, the State 1-hour concentration standard for ozone has been exceeded between 21 and 41 days each year at the Mira Loma Station. The State 8-hour ozone standard has been exceeded between 57 and 72 days each year over the past three years at the Mira Loma Station. The Federal 8-hour ozone standard has been exceeded between 57 and 65 days each year over the past three years at the Mira Loma Station. Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Particulate Matter

During the 2016 to 2018 monitoring period, the State 24-hour concentration standard for PM₁₀ was exceeded between 22 and 28 days each year at the Mira Loma Station. Over the same time period the Federal 24-hour and annual standards for PM₁₀ have not been exceeded at the Mira Loma Station. During the 2016 to 2018 monitoring period, the Federal 24-hour standard for PM_{2.5} was exceeded between six and 10 days each year at the Mira Loma Station.

4.2.3 NOTICE OF PREPARATION COMMENTS

A Notice of Preparation (NOP) for the Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to air quality were received during the NOP comment period.

4.2.4 REGULATORY FRAMEWORK

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The EPA regulates at the national level. The CARB regulates at the state level. The SCAQMD regulates at the air basin level.

National Regulations

The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.³

³ <https://www.epa.gov/clean-air-act-overview/evolution-clean-air-act>

- ☐ Ozone.
- ☐ Nitrogen Dioxide.
- ☐ Lead.
- ☐ Particulate Matter (PM₁₀ and PM_{2.5}).
- ☐ Carbon Monoxide.
- ☐ Sulfur Dioxide.

The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health.

State Regulations

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air districts prepare their federal attainment plans, which are sent to CARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

CARB also enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- ☐ CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.
- ☐ CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

Regional Regulations

SCAQMD is responsible for implementing the State Implementation Plan for the SCAB in which the Project is located. The SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment for the federal and/or California ambient air quality standards.

On March 23, 2017, CARB approved the 2016 AQMP. The 2016 AQMP is a regional blueprint for adopting state standards that achieve the federal air quality standards and healthful air. The primary goal of the AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities.⁴

South Coast Air Quality Management District Rules

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards.⁵ Some of the rules and regulations that apply to this Project include, but are not limited to, the following:

- SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.
- SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of a project must comply with Rule 1113.

4.2.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to air quality for those impacts not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on air quality if it would:

- *Conflict with or obstruct implementation of the applicable air quality plan;*

⁴ <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

⁵ <http://www.aqmd.gov/home/rules-compliance/rules>

- *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;*
- *Expose sensitive receptors to substantial pollutant concentrations;*

4.2.5 IMPACT ANALYSIS

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 Appendix B to this EIR.

Threshold 4.2.5 (a). Would the Project:	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with or obstruct implementation of the applicable air quality plan?	■			
<i>Significance Criteria:</i> Does the project exceed SCAQMD regional or localized air emission thresholds or significantly exceed the growth assumptions used to prepare the current SCAQMD Air Quality Management Plan Air Quality Management Plan?				

SCAQMD is required to produce air quality management plans directing how the Basin’s air quality will be brought into attainment with the national and state ambient air quality standards. The most recent air quality management plan is *2016 Air Quality Management Plan*⁶ (AQMP) and it is applicable to the City of Jurupa Valley. The purpose of the plan is to achieve and maintain both the national and state ambient air quality standards described in Table 4.2.2, *Ambient Air Quality Standards* on page 4.2-14.

In order to determine if a project is consistent with the AQMP, SCAQMD has established consistency criteria which are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD’s *CEQA Air Quality Handbook*⁷ and are discussed below.

Consistency Criterion No. 1: *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the 2016 Air Quality Management Plan.*

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards and National Ambient Air Quality Standards. As evaluated under Threshold 4.2.5 (b) below, the Project would not exceed regional or localized significance thresholds for NO_x during

⁶ <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

⁷ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

construction but would exceed thresholds for long-term operation because of the number of vehicle trips generated by the Project. Accordingly, the Project is determined **not** to be consistent with the first criterion and is discussed further under Threshold 4.2.5 (b) on page 4.2-23.

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

Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP.

The General Plan Land Use Designation currently assigned to the Project is Commercial Retail (CR). The future emission forecasts contained in the AQMP are primarily based on demographic and economic growth projections provided by SCAG. The Project was designated by the General Plan for commercial development at the time the plan was adopted. Therefore, the Project will not exceed the growth forecast estimates used in the AQMP. Accordingly, the Project is determined to be consistent with the second criterion.

Level of Significance: Significant and Unavoidable.

Threshold 4.2.5 (b). Would the Project:	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	■			
<i>Significance Criteria:</i> Would the project's air emissions exceed the applicable regional significance thresholds established by the SCAQMD?				

In addition to the NAAQS and CAAQS, SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the SCAB. The emissions thresholds were established based on the attainment status of the SCAB with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. The daily emissions thresholds for construction and operation of projects within the SCAB that have been established by SCAQMD are provided below in Table 4.2.5. *Regional Thresholds for Construction and Operational Emissions.*

Table 4.2.5. Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Thresholds (lbs/day)					
	VOCs	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150
CO = carbon monoxide lbs/day = pounds per day NO _x = nitrogen oxides PM ₁₀ = particulate matter less than 10 microns in size PM _{2.5} = particulate matter less than 2.5 microns in size SO _x = sulfur oxides VOC = volatile organic compounds						

Source: Air Quality and Greenhouse Gas Study (Appendix B).

Projects in the SCAB with construction or operational emissions that exceed any of the daily emission thresholds shown above in 0 are considered significant under the City's CEQA Guidelines.

Construction Related Impacts

Plans, Policies, or Programs (PPP)

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

- PPP 4.2-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "*Fugitive Dust*." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.
- PPP 4.2-2 The Project is required to comply with the provisions of South Coast Air Quality District Rule 431.2, "*Sulphur Content and Liquid Fuels*." The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines.
- PPP 4.2-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "*Architectural Coatings*" Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings.

PPP 4.2-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 *"PM₁₀ Emissions from Paved and Unpaved Roads and Livestock Operations"* and Rule 1186.1, *"Less-Polluting Street Sweepers."* Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

The Project has the potential to generate pollutant concentrations during both construction activities and long-term operation. Both construction and operational emissions for the Project were estimated by using the California Emissions Estimator Model Version 2016.3.1 (CalEEMod) which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model can be used for a variety of situations where an air quality analysis is necessary or desirable and is authorized for use by SCAQMD.

Construction activities associated with the Project will result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities:

- ☐ Site Preparation.
- ☐ Grading.
- ☐ Building Construction.
- ☐ Paving.
- ☐ Architectural Coating.

Table 4.2.6, *Summary of Daily Peak Construction Emissions* shows the air emissions generated during construction.

<Table 4.2.6- Summary of Daily Peak Construction Emissions is on the next page>

Table 4.2.6. Summary of Daily Peak Construction Emissions

Activity	Emissions (lbs/day)					
	VOC	NOX	CO	SOX	PM10	PM2.5
Site Preparation/Grading	0.30	2.16	3.01	0.01	0.34	0.18
Grading	4.45	50.26	32.76	0.06	5.78	3.46
Building Construction	6.51	52.41	52.17	0.17	9.62	3.70
Paving	2.68	12.96	15.21	0.02	0.85	0.67
Architectural Coating	0.55	1.85	6.11	0.02	1.40	0.45
Maximum Daily Emissions	6.51	52.41	52.17	0.17	9.62	3.70
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

As shown in Table 4.2.6 emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Impacts are less than significant for construction emissions.

Long-Term Operation Related Impacts

Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the Project site. Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed commercial facility. Energy demand emissions result from use of electricity and natural gas. The results of the CalEEMod model for operation of the Project site are summarized in Table 4.2-7, *Summary of Peak Operational Emissions*.

<Table 4.2.6, *Summary of Peak Operational Emissions* is on the next page>

Table 4.2.7. Summary of Daily Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NOX	CO	SOX	PM10	PM2.5
Area Source	6.33	0.00	0.16	0.00	0.00	0.00
Energy Source	0.22	2.00	1.68	0.01	0.15	0.15
Mobile Source (Vehicles)	20.32	129.78	125.19	0.47	26.83	7.40
Total Maximum Daily Emissions	26.86	131.78	127.03	0.49	26.98	7.55
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

As shown in Table 4.2-6, long-term operational emissions will exceed the daily regional threshold set by SCAQMD for NO_x because of the amount of vehicle traffic generated by the Project. The Project proposes several design features such as 113 electric vehicle parking stalls, 129 bicycle parking spaces, improved sidewalks for external and internal pedestrian access, and a bus turnout. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_x emissions would be reduced to less than significant levels. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck vehicle trips, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant.

Level of Significance: Significant and Unavoidable.

Threshold 4.2.5 (c). Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Expose sensitive receptors to substantial pollutant concentrations?			■	
<p><i>Significance Criteria:</i></p> <ol style="list-style-type: none"> 1) Do air emissions exceed the SCAQMD Localized Significance Thresholds (LST)? 2) If the project required the preparation of a Health Risk Assessment, would toxic air emissions exceed a Maximum Incremental Cancer Risk: of 10 in 1 million at the nearest sensitive receptor or off-site worker; or a Hazard Index (project increment) 1.0 or greater at the nearest sensitive receptor or off-site worker? 				

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools (etc.). The closest existing sensitive receptors (to the site area) are the residential land uses located approximately

80 feet south (across Mission Boulevard), and approximately 60 feet west (across Pyrite Street) of the Project site.

Table 4.2-8, *Maximum Daily Localized Emissions Thresholds*, identifies the maximum daily localized emissions thresholds that are applicable to the Project.

Table 4.2.8. Maximum Daily Localized Emissions Thresholds

Pollutant	Construction	Operations
Localized Thresholds (lbs/day)		
NOx	170	270
CO	883	1,577
PM ₁₀	7	4
PM _{2.5}	4	2

Source: Localized the SCAQMD Final Localized Significance Threshold Methodology, July 2008.

Construction Localized Emissions Impact Analysis

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008.⁸ The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM₁₀, and PM_{2.5} from the Project could result in a significant impact to the local air quality. The emission thresholds were based on the Metropolitan Riverside County source receptor area (SRA 23) and a disturbance of 2 acres per day, to be conservative, at a distance of 25 meters (82 feet). According to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold. The results of the CalEEMod model for construction of the Project site are summarized Table 4.2-9, *Summary of Localized Significance Construction Emissions*.

<Table 4.2.8, *Summary of Localized Significance Construction Emissions* is on the next page>

⁸ <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>

Table 4.2.9. Summary of Localized Significance Construction Emissions

Grading	Emissions (lbs/day)			
	NOX	CO	PM10	PM2.5
Site Preparation	2.11	2.28	0.14	0.12
Grading	50.20	31.96	5.56	3.40
Building Construction	29.19	26.86	1.55	1.47
Paving	12.92	14.65	0.68	0.62
Architectural Coating	1.53	1.82	0.09	0.09
Total of Overlapping Phases	43.63	43.33	2.33	2.19
SCAQMD Threshold for 25 meters (82 feet) or Less	270	1,577	4	2
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

As shown in Table 4.2.9, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions for construction activities.

Operation Localized Emissions Impact Analysis

The results of the CalEEMod model for localized operational emission of the Project site are summarized in Table 4.2.10, *Summary of Localized Operational Emissions*.

Table 4.2.10. Summary of Localized Operational Emissions

On-Site Emission Source	Emissions (lbs/day)			
	NOX	CO	PM10	PM2.5
Area Sources (architectural coatings, consumer products, landscaping maintenance)	0.00	0.16	0.00	0.00
Energy Usage	2.00	1.68	0.15	0.15
On-Site Vehicle Emissions	16.09	12.52	2.68	0.74
Total Emissions	12.98	14.37	2.84	0.89
SCAQMD Threshold for 25 meters (82 feet) or Less	270	1,577	4	2
Threshold Exceeded?	NO	NO	NO	NO

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

As shown in Table 4.2-9, air emissions would not exceed the applicable SCAQMD LSTs for localized operational activities.

CO Hot Spot Impact Analysis

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if a project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The Shops at Jurupa Valley Traffic Impact Analysis (Appendix P), shows that the Project would generate 745 net total AM peak hour trips, 996 net total PM peak hour trips and 13,228 net total daily trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout with cumulative projects would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no significant long-term air quality impact is anticipated.

Toxic Air Contaminant Impact

Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Project. Given the relatively limited number of heavy-duty construction equipment and construction schedule (1 grader, 1 rubber-tired dozer, 2 scrapers, and 2 tractors/loaders/backhoes operation a maximum of one-hour per day during the grading phase of the Project would not result in a substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Project.

Operations

According to SCAQMD’s *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, the primary sources for generating toxic air contaminants (TACs) are from truck idling and movement (such as, but not limited to, truck stops, warehouse/distribution centers or transit centers), ship hoteling at ports, and train idling.⁹

The Project does not include any of the above types of uses. The largest building proposed is 40,000 square feet and is currently identified as a fitness center. It is possible that a grocery store

⁹ <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>

could occupy this building. In any event, these types of uses do not generate heavy duty truck traffic to the degree that a warehouse or distribution center would. As such, no significant operational toxic air contaminant impacts would occur during operation of the Project.

Gasoline Station Health Risk Impact

The Project includes a convenience market with up to 12 fuel pumps. Refueling at gasoline dispensing facilities releases benzene into the air. Benzene is a potent carcinogen and is one of the highest risk air pollutants regulated by CARB.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, recommends a 300-foot separation distance between residential uses and a large gasoline dispensing facility (defined as a facility with a throughput of 3.6 million gallons per year or greater) and a 50-foot separation for typical gas dispensing facilities.¹⁰ The Project is estimated to have approximately 1.87 million gallons of throughput per year and is classified as a "typical gas dispensing facility."

Accordingly, a separation distance of 50-feet is appropriate to mitigate any health impacts from the gas station. Although the Project's western and southern boundaries are located 60 and 80 feet respectively from the nearest residential uses, the tanks and gas pumps are located more towards the interior of the site approximately 200-feet away from the nearest residential receptors. As such, the Project meets the 50-foot separation distance between the tanks and pumps and the residential receptors recommended by CARB.

Furthermore, the SCAQMD gasoline station health risk screening tables contained in the *Emission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations*¹¹ shows that the maximum individual cancer risk (MICR) at residential receptors measured at 164-feet would not exceed 1.678 in a million (per 1,000,000 gallons of throughput). The Project is estimated to have approximately 1.87 million gallons of throughput per year which equates to an approximate 3.138 in a million MICR, measured at a distance of approximately 164-feet.

Although the Project site's western and southern property lines are located 60 and 80 feet respectively from the residential receptors, the tanks and gas pumps are located in the interior of the Project site at a distance of approximately 200 feet from the nearest residential receptors. As such, the risk factor is 3.138 in a million MICR which is below SCAQMD's 10 in a million threshold.

Finally, the gas station will require permits to operate by SCAQMD which requires installing Phase I/II EVR (enhanced vapor recovery) systems for the pumps. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98

¹⁰ <https://ww3.arb.ca.gov/ch/handbook.pdf>

¹¹ http://www.aqmd.gov/docs/default-source/planning/risk-assessment/gas_station_hra.pdf

percent. Therefore, the potential for toxic emissions from gasoline pump vapors is less than significant

In conclusion, the Project will not be a source of toxic air contaminants or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution.

Level of Significance: Less than significant.

4.2.6 CUMULATIVE IMPACTS

The geographic for this analysis is the South Coast Air Basin. The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM₁₀, PM_{2.5}, and lead. SCAQMD has published a report on how to address cumulative impacts from air pollution: “*White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*.” In this report the AQMD clearly states:

“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI >1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts. (p. D-3)

Projects that exceed the project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Conversely, projects that do not exceed the project-specific thresholds are generally not considered cumulatively significant

As shown in Table 4.2.5, *Summary of Daily Peak Construction Emissions*, construction of the Project will not emit air emissions that would exceed the SCAQMD regional thresholds. Therefore, Project construction-source emissions are less than significant on a project-specific and cumulative basis.

As shown in Table 4.2-6, *Summary of Peak Operational Emissions*, long-term operational emissions will exceed the daily regional threshold set by SCAQMD for NO_x because of the amount of vehicle traffic generated by the Project. The Project proposes several design features such as 113 electric vehicle parking stalls, 129 bicycle parking spaces, improved sidewalks for external and internal pedestrian access, and a bus turnout. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_x emissions would be reduced to less than significant levels. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck

vehicle trips, no feasible mitigation measures exist that would reduce NOx emissions to levels that are less than significant.

***Level of Significance:* Significant and unavoidable.**

4.3 BIOLOGICAL RESOURCES

This section of the EIR evaluates if development of the Project will have an adverse effect on riparian habitat; state or federally protected wetlands; or conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

4.3.1 ENVIRONMENTAL SETTING

Vegetation

The property has been a vacant lot since at least 1994. Current disturbances include foot traffic, off-road driving, and minor trash dumping. The MSHCP mapped the property as grassland in 1994. In 2005 and 2012, the MSCHP mapped the property as disturbed/developed. In the mapping of the property, the surface cover is composed of barren areas and ruderal (weedy) plant community. The barren condition is represented by mostly bare ground, dirt roads and pads. The ruderal plant community found on the property is comprised of 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 roads and pads.

Animal Species

Based on a field survey conducted on June 5, 2020, 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 (*Zenaidura 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.

4.3.2 NOTICE OF PREPARATION (NOP) COMMENTS

A NOP for the proposed Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to biological resources were received during the public review period.

4.4.3 REGULATORY FRAMEWORK

The following regulations apply to riparian habitat; state or federally protected wetlands; or the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Federal Regulations

Wetlands & Riparian Habitat

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded. In other words, when you apply for a permit, you must first show that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources; that potential impacts have been minimized; and that compensation will be provided for all remaining unavoidable impacts.

Proposed activities are regulated through a permit review process. An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers, which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines, regulations promulgated by EPA.¹²

State Regulations

Wetlands & Riparian Habitat

California law (Fish and Game Code section 1602) requires an entity to notify CDFW prior to commencing any activity that may:

- ☐ Substantially divert or obstruct the natural flow of any river, stream, or lake;
- ☐ Substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or
- ☐ Deposit or dispose of debris, waste, or other materials containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The notification requirement applies to any river, stream, or lake, including those that are dry for periods of time (ephemeral/episodic) as well as those that flow year-round (perennial). This

¹² <https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404>

includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a water body.

Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.¹³

Local Regulations

City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to biological resources within the City. The specific policies outlined in the City's General Plan that are related to biological resources and that apply to the Project are listed in Table 4.8.1- *General Plan Consistency Analysis* in Section 4.8, *Land Use and Planning*.

4.3.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to biological resources for the resources not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on biological resources if it would:

- *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 Wildlife or US Fish and Wildlife Service.*
- *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.*
- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

¹³ <https://www.wrc-rca.org/habitat-conservation/>

4.3.5 IMPACT ANALYSIS

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 December 1, 2020 and is included as Appendix C to this EIR 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 December 1, 2020 and is included as Appendix D to this EIR.

Threshold 4.3.5 (a). Would the Project:	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or US Fish and Wildlife Service?			■	

Riparian/Riverine Areas are defined by the MSHCP as “*lands which contain Habitat dominated by tress [sic], shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year*”¹⁴ Based on the field survey conducted on June 5, 2020, the Project site contains no drainages and shows no evidence of any regular flow that meets the definition of Riparian habitat. Although the Pyrite Channel traverses the Project site, the channel is a fenced-in trapezoidal concrete channel and contains no vegetation that meets the definition of riparian habitat.

The Pyrite Channel will be converted into a 12’X 6’ reinforced concrete box underground structure. The estimated velocity during a peak storm event within the open channel is 24.2 feet per second. Based on a hydraulic analysis performed, the peak velocity within the reach is 24.3 feet per second within the reinforced concrete box.

In addition, before on-site water flows enter the box structure, the flows will be diverted to underground detention and infiltration systems. Vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems that ultimately discharges into the Santa Ana River, approximately 4 miles away. These measures will result in flow rates and water volume in the Pyrite Channel similar to existing conditions, and no change in scour at the outlet end of the concrete box is anticipated. The undergrounding of the concrete channel to a concrete box will not alter the functions and values of off-site downstream riparian habitat.

Level of Significance: Less than significant.

¹⁴ <https://www.rctlma.org/Portals/0/mshcp/volume1/sec6.html>

Threshold 4.3.5 (b) Would the Project:	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

Federally Protected Wetlands

Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas..¹⁵

State Protected Wetlands

The CDFW typically considers the U.S. Fish and Wildlife Service's definition of wetlands as "...lands transitional between terrestrial and aquatic systems..." that have one or more of the following attributes:

- (1) at least periodically, the land supports plants that grow wholly or partially in water;
- (2) the substrate is predominantly impermeable or semi-impermeable soil that allows for shallow water retention rather than rapid percolation of surface water to groundwater; and
- (3) the substrate is non-soil and is saturated with water or covered by shallow water at some point during the growing season of each year.¹⁶

Based on a field survey was conducted on August 28, 2020, there are no features which meet the definition of "wetlands." Although the site contains a portion of the Pyrite Channel, the channel is a concrete-lined trapezoidal channel that does not have any features meeting the definition of "wetlands."

***Level of Significance:* Less than significant.**

¹⁵ <https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404#:~:text=%22Wetlands%20are%20areas%20that%20are,life%20in%20saturated%20soil%20conditions.>

¹⁶ <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=170170&inline>

Threshold 4.3.5 (c) Would the project:	Potentially Significant or Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		■		
<i>Significance Criteria: Is the project in conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)?</i>				

The Project site is located within the Western Riverside County MSHCP. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species. Specifically, the Project site is located within the Jurupa Area Plan, Subunit SU2-Jurupa Mountains, Cell Group E, and Criteria Cell 75 of the plan.¹⁷ For this reason, the Project was 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 (RCA) evaluated the property to determine if it is needed for inclusion in the Plan conservation area. To facilitate this process, the City filed a Joint Project Review Application (JPR 20-09-30-01) with the RCA on August 24, 2020 and a revised application on December 7, 2020 after receiving a series of comments from RCA.

On December 22, 2020, the RCA concluded that the Project is consistent with both the Criteria and Other Plan requirements with implementation of the mitigation measures described in the analysis below.

Summary of Joint Project Review Findings

1. Rough Step: The proposed Project is within Rough Step Unit 1. The “Rough Step” tool is one way to measure the performance of the MSHCP. The purpose of Rough Step is to help direct conservation of vegetation communities with similar weather patterns, geographies, soils, and geologies as development occurs. The Rough Step measure is intended to ensure that conservation efforts are in balance with development. The Rough Step analysis functions as a signal where development is outpacing conservation and where conservation efforts therefore need to be focused.

According to the MSHCP 2018 Annual Report,¹⁸ Rough Step Unit 1 encompasses 93,945 acres within the northwestern corner of western Riverside County and includes the Prado Basin, Santa Ana River, Delhi Sands flower-loving fly habitat, and the Jurupa Mountains. The Unit is bound by State Route 91 to the southeast, Cleveland National Forest to the southwest, and Orange and San Bernardino Counties to the west and north, respectively. Within Rough Step Unit 1, there are

¹⁷ <https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd>.

¹⁸ https://www.wrc-rca.org/annual_reports/RCA_2018_Annual_Report.pdf (page ES-4).

9,896 acres within the Criteria Area. Key vegetation communities within Rough Step Unit 1 are coastal sage scrub, grasslands, and riparian scrub, woodland, and forest. Rough Step acreage goals are therefore provided for each of these habitat types. Through 2018, a total of 599 acres of conservation had been acquired within this Rough Step Unit. Losses to this unit totaled 456 acres. Although the 2019 Annual Report has not been finalized as of the date of this EIR, the remaining development allowance as of the end of 2019 is as follows: 84.16 acres of coastal sage scrub, 17.90 acres of grasslands, and 39.88 acres of riparian scrub, woodland, and forest. This unit remains in Rough Step balance for 2019. The Project would impact 31.93 acres of grassland which is above the 2019 (current) rough step allowance for this vegetation type.

The Rough Step Unit 1 development allowance may change by the time this Project submits for a grading permit. As such, the RCA provides the following Measure to ensure the City does not allow the Project to cause an exceedance of Rough Step allowances:

Mitigation Measure BIO-1 Rough Step Measure. Prior to issuance of a grading permit, the City of Jurupa Valley shall confirm with the Regional Conservation Authority (RCA) that the Project will not impact out-of-balance Rough Step vegetation in the applicable rough step unit in accordance with Section 6.7 in Volume I of the Plan. It is the Permittee's responsibility that if the rough step rule is not met during any analysis period (performed annually by the RCA), the Permittees must ensure that the Project conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved. The Permittee must not allow the Project to cause additional loss of any rough step vegetation that is out of balance.

With implementation of Mitigation Measure BIO-1, the Project is consistent with Section 6.7 of the MSHCP.

2. Delhi sands flower-loving fly: All suitable habitat for the Delhi sands flower-loving fly within the MSHCP Plan Area is located in Rough Step Unit 1. The Delhi sands flower-loving fly is found within the fine, sandy Delhi series soils along the northern edge of Rough Step Unit 1. Unlike any other covered species, the Permittees were given options for conservation of this species. These options were described in the Delhi sands flower-loving fly species account objectives. As part of the MSHCP Implementing Agreement (MSHCP Volume III), the Wildlife Agencies and Riverside County jointly opted to follow Delhi sands flower-loving fly species account Objective 1B. Objective 1B mandates that surveys are to be conducted in areas where suitable habitat exists within the mapped Delhi soils (with the exception of Cells 21, 22, and 55). When the species is present, 75 percent of mapped Delhi soils on-site must be conserved. MSHCP, Volume I, Table 3-7, Delhi Soils Rough Step Acreage Analysis (Species Account Objective 1B),¹⁹ provides a summary

¹⁹ https://www.wrc-rca.org/annual_reports/RCA_2018_Annual_Report.pdf

of the Delhi Sands rough step acreage analysis. There are no mapped Delhi soils on the project site. As such, the Project is consistent with Section 6.1.1 of the MSHCP.

3. Reserve Assembly Summary: As discussed above, the Project site is located in Cell Group E which contributes to Noncontiguous Habitat Block 2. Currently, 10% of Cell Group E is described for conservation (97.08 acres). To date, approximately 491.82 acres have been developed or are approved for development in this Cell Group (this includes undeveloped land exempt from the MSHCP), there are 40.45 acres of Public/Quasi Public lands, there are 35.66 acres of covered roads, and 144.30 acres in this Cell have been conserved. The proposed development acreage within the Cell is 32.94 acres, leaving 258.52 acres of undeveloped lands potentially available for Conservation in this Cell Group.

The Project is located in the southern portion of the Cell Group, south of Highway 60, and is not in the area described for conservation. Based on the information provided here for Cell Group E, the Project as proposed does not conflict with the Reserve Assembly goals of the MSHCP, nor would it cause issues related to fragmentation for Planning Species such as Bell's sage sparrow, coastal California gnatcatcher, loggerhead shrike, Southern California rufous-crowned sparrow, Delhi Sands flower-loving fly, bobcat, Los Angeles pocket mouse, or San Bernardino kangaroo rat. Therefore, the Project is consistent with MSHCP Reserve Assembly requirements.

4. Riparian/Riverine Features: Refer to analysis under Threshold 4.3.5 (a) on page 4.3.-4 which concludes there are no features on the Project site which meet the definition of riparian/riverine resources.

5. Vernal Pools/Fairy Shrimp: The Project site lacks the appropriate soil and vegetation for vernal pools. The Project site does not contain evidence of vernal pools or other seasonally-inundated depressions, showing cracked, hydric soils, or standing water. Furthermore, no clay soils or heavy soils were mapped, and no ponding or depression areas that could hold water for an extended period of time were detected on the Project site. Due to the lack of vernal pools and/or other suitable fairy shrimp habitat, focused surveys for fairy shrimp were not conducted for this Project. Therefore, the Project is consistent with Section 6.1.1 of the MSHCP.

6. Riparian Birds: Due to the lack of suitable riparian habitat, riparian birds were not present on the Project site. Therefore, no focused riparian bird surveys were conducted. As such, the Project demonstrates consistency with Section 6.1.2 of the MSHCP.

7. Narrow Endemic Plant Species: The Project site is located within a Narrow Endemic Plant Species Survey Area (NEPSSA) for San Diego ambrosia, Brand's phacelia, and San Miguel savory. Focused surveys for NEPSSA plants were conducted on June 5, 15, and 16, 2020. None of the

NEPSSA plants were detected within the Project site. Therefore, the Project demonstrates consistency with Section 6.1.3 of the MSHCP.

8. Criteria Area Species Survey Area: According to the MSHCP, the Project site is located in an area requiring an assessment for burrowing owl which is a California species of special concern.

The Project site, in addition to an associated 150-meter buffer, was subject to an initial burrowing owl habitat assessment (Step I of the Burrowing Owl Survey Instructions, 2006) on June 16, 2020. Due to the presence of potentially suitable habitat (i.e., flat open ground) a focused burrow survey (Step II-A) was conducted on June 16, 2020. No burrowing owl or burrowing owl sign were detected. No burrows or burrow surrogates (debris piles, rock pile, eroded banks, etc.), or California ground squirrel, were detected on the property. Based on the results of the Step II-A survey, Step II-B focused owl surveys were not conducted. However, in order to ensure burrowing owls have not colonized the Project site subsequent to the date of the survey and due to the presence of potentially suitable habitat for Burrowing Owl, the following mitigation measure is required:

Mitigation Measure BIO-2 Burrowing Owl Measure. Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) to ensure that no owls have colonized the site in the days or weeks preceding the ground disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the Project Applicant will immediately inform the Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

With implementation of Mitigation Measure BIO-2, the Project is consistent with Section 6.3.2 of the MSHCP.

9. Conservation Areas: To preserve the integrity of areas adjacent to the eastern boundary of the Project site which are proposed Conservation Areas, the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area, the following Mitigation Measures are required:

Mitigation Measure BIO-3 Urban Wildlands Interface. Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan(s):

"1. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of

untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Regular maintenance will occur to ensure effective operation of runoff control systems.

2. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.

3. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.”

Mitigation Measure BIO-4 Construction BMPs: *Prior to the issuance of a grading permit, the following notes shall be placed on the grading plan(s):*

“The following best management practices (BMPs), as applicable, shall be implemented for the duration of construction:

i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

ii. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

v. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.

vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG[CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

xii. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction

activities. Employees shall be instructed that their activities are restricted to the construction areas.

xv. The City shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.”

With implementation of Mitigation Measure BIO-4, the Project is consistent with Section 6.1.4 of the MSHCP.

Summary

The Project is consistent with the MSHCP requirements with implementation of Mitigation Measures BIO-1 through BIO-4.

Level of Significance: Less than significant with mitigation.

4.3.6 CUMULATIVE IMPACTS

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site. The analysis contained in the Initial Study and EIR concluded the following:

As indicated in Threshold 4.3.5 (a) of the EIR, no riparian habitat or other sensitive natural community occurs on the Project site, and the Project would not have any substantial adverse effects on such habitat. Accordingly, the Project would have no impact on any riparian or sensitive natural communities.

- As indicated in Threshold 4.3.5 (b) of the EIR, no wetland or riparian habitat features are present at the Project site. there is no potential for a cumulative impact to occur.
- As indicated in Threshold 4.3.5 (c) of the EIR, the Project site has the potential to support burrowing owl species, and implementation of the Project could result in potentially significant impacts on burrowing owl species. Implementation of Mitigation Measure BIO-3 would require preconstruction presence/absence surveys for burrowing owls which would reduce the Project’s potential impacts to burrowing owl species to a level below significance. In addition, to preserve the integrity of areas adjacent to the Project site which are proposed MSHCP Conservation Areas, Mitigation Measures BIO-3(Urban Wildlands Interface) and BIO-4 (Construction Best Management Practices) are required.

Other cumulative development projects would also be subject to the requirements of federal and state requirements for the protection of wetlands and riparian habitat and the requirements for MSHCP consistency..

With implementation of the mitigation measures described above, the Project's potential contribution to cumulative impacts regarding biological resources is not considerable, and the cumulative effects of the Project are determined to be less-than-significant.

4.4 CULTURAL RESOURCES

This section of the EIR evaluates if development of the Project could potentially impact historic and archaeological resources that might exist within and adjacent to the Project boundaries, to consider the potential impact to such resources, and to recommend appropriate mitigation measures so that such resources might be protected from adverse impacts during earthwork.

4.4.1 ENVIRONMENTAL SETTING²⁰

Prehistory

Two primary regional syntheses are commonly used in archaeological literature when describing the chronological sequences associated with southern California. The first is a typological approach that defines four cultural horizons, each with characteristic local variations: Early Horizon (9000–6500 BC), Milling Stone Horizon (6500–2000 BC), Intermediate Horizon (2000 BC–AD 200), and Late Prehistoric Horizon (AD 500–historic) (LSA, 2020f). Additionally, employing a more ecological approach, southern California prehistory is defined by the following four periods: Pinto (4000–3000 BC), Gypsum (1000 BC–AD 1), Saratoga Springs (AD 500–1000), and Protohistoric (AD 1500–historic). Many changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, beginning with the gradual environmental warming in the late Pleistocene, the desiccation of the desert lakes during the early Holocene, the short return to pluvial conditions during the middle Holocene, and the general warming and drying trend, with periodic reversals, that continues to this day.

Ethnohistory

The Project site is located in an area near the boundary of two Native American tribal territories: the Gabrielino and Serrano.

Gabrielino

Gabrielino refers to the Uto-Aztecan (Takic) speaking Native Americans who lived throughout the present Los Angeles and northern Orange County areas and who were historically affiliated with Mission San Gabriel Archangel, founded on September 8, 1771. Today, some of the Gabrielino prefer to call themselves Tongva. Gabrielino territory included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, several smaller intermittent streams in the Santa Monica and Santa Ana Mountains, all of the Los Angeles Basin, the coast from Aliso Creek north to a point between Topanga and Malibu Creeks, and the islands of San Clemente, San Nicolas, and Santa Catalina.

²⁰ Aqua Mansa Road Development Draft EIR, Section 4.4, Cultural Resources, November 2020.

Serrano

The Serrano were a small group, consisting primarily of hunter-gatherers who occasionally fished. Hunting and gathering was sometimes conducted in a communal setting. When meat was procured, it was prepared by baking in earth ovens, boiling in watertight baskets, or parching through tossing onto hot coals in shallow trays. The bones were boiled to extract marrow for consumption, and blood was either consumed cold or consumed after it was cooked into a thick consistency. Any surplus meats, as well as some vegetables, were dried in the sun and stored for later use. Implements for food processing included metates, mortars of stone or wood, flint knives, stone or bone scrapers, pottery trays and bowls, baskets, and horn and bone spoons and stirrers.

Serrano villages were usually situated near water sources. Family homes were circular, domed structures made of willow and tule, and mostly were utilized for sleeping and storage but also contained a central fire pit. Day-to-day household activities generally occurred in the open or under a ramada (a wall-less structure with a thatched roof). Other village buildings included ceremonial houses, granaries, and sweathouses.

History

In California, the historic era is generally divided into three periods: the Spanish Period (1769–1821), the Mexican Period (1821–1848), and the American Period (1848–present). One of the first non-Native Americans to travel through the area currently known as Riverside County was Juan Bautista de Anza, who led an expedition in 1774. In the late 1700s, three Spanish mission fathers (one each from the San Gabriel, San Juan Capistrano, and San Luis Rey Missions) began to colonize land and use the valley of Riverside County for growing grain and raising cattle. Beginning in 1834, the missions and mission lands were secularized and transferred as “grants” to Californians who were citizens of Mexico. When California became a territory of the United States in 1848, a steady flow of settlers began coming into the area now known as Riverside County, and the County was officially formed in May of 1893.

The 44-square-mile city of Jurupa Valley was incorporated on July 1, 2011 (City of Jurupa Valley, 2017a). The name “Jurupa” is of Gabrielino origin, meaning “sagebrush-place” (LSA, 2020f). The city of Jurupa Valley is currently a mix of high- and low-density residential development, rural farming and other agricultural activities, and a mix of commercial retail and industrial activity.

The Project site has been a vacant lot since at least 1994. Current disturbances include foot traffic, off-road driving, and minor trash dumping. The northeastern corner of the Project site lies on a gently sloping spur that descends from the foothills of the Jurupa Mountains. The Project area is bounded on the north by State Route (SR) 60, on the south by Mission Boulevard, on the west by Pyrite Street, and on the east by vacant land, a truck lot, California pepper trees (*Schinus mole*), and a residence.

4.4.2 NOTICE OF PREPARATION COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to cultural resources were received during the public scoping period.

4.4.3 REGULATORY FRAMEWORK

California Register of Historical Resources

The California Register includes resources listed in or formally determined eligible for listing in the National Register of Historic Places, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC § 5024.1, 14 CCR § 4850).

California Environmental Quality Act Section 15064.5. Determining the Significance of Impacts to Archaeological and Historical Resources.

According to Section 15064.5 of the CEQA Guidelines, historical and archaeological resources are considered part of the environment and a project that may cause a substantial adverse effect on the significance of a historical resource is a project that may have a significant effect on the environment. A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

- *City General Plan Policies*

The City of Jurupa Valley General Plan identifies policies that relate to cultural resources within the City. The specific policies outlined in the City's General Plan that are related to cultural resources and that apply to the Project are listed in Table 4-8-1, *General Plan Consistency Analysis* in EIR Section 4.8, *Land Use and Planning*.

4.4.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to cultural resources for those impacts not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on cultural resources if it would:

- ☐ *Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5.*

- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5.*

4.4.5 IMPACT ANALYSIS

The following analysis is based in part on a technical report titled, “*Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops at Jurupa Valley, California*,” SRS INC., which is dated December 29, 2020 and is included as Appendix E to this EIR.

Threshold 4.5 (a)	Significant and Unavoidable	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?			■	

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

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

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

Literature Research

The Eastern Information Center (EIC), Department of Anthropology, University of California, Riverside is the official Cultural Resource records repository for Riverside County, and a part of the California Historical Resource Information System (CHRIS), established and maintained under the auspices of the Office of Historic Preservation (OHP). The information obtained by the records

check utilized the Centers' maps and records identifying previously recorded cultural (historical/built and archaeological) resources located on or within a mile of the Project site. The EIC records search also examined all existing Cultural Resources reports pertaining to the vicinity of the Project site.

In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and the California State Historic Properties Directory (HPD), as well as local inventories of Cultural Resources were reviewed to determine whether any already-recorded significant Cultural Resources were located on or within a mile of the Project site.

EIC records indicated that 36 cultural resources studies have been conducted within a one-mile radius of the Project site. One of these studies involved the Project site and identified a utility corridor for a fiber optic cable system runs along the western boundary of the Project site. Six additional studies provide overviews of cultural resources in the general Project vicinity. None of these studies identified prehistoric or historic resources on the Project site. EIC records also indicate that 25 cultural resources properties has/have been recorded within a one-mile radius of the Project site. Again none of these properties involved the Project site.

No National Register of Historic Places listed properties are located within the boundaries of the Project site. No Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE) listed properties are located within the boundaries of the Project site. The Office of Historic Preservation (OHP), Built Environment Resources Directory (BERD) showed that one property is listed and is potentially eligible for inclusion on the National Register of Historic Places. Two properties are listed and are not eligible but may be of local interest for inclusion on the National Register of Historic Places. These properties are within a one-mile radius of the Project site, however, none of these potentially significant historic sites are located on the Project site.

Pedestrian Field Survey

The Project site was surveyed on June 18 and June 19, 2020. The objective of the field survey was the visual detection of prehistoric remains, including lithic debris and artifacts, midden deposits, cultural features, and/or Historic-era foundations or refuse. All exposed terrain and fortuitous exposures, such as rodent burrows, excavated holes, or cleared areas were thoroughly inspected for cultural resources.

The field survey revealed the physical components of a historic-period water distribution system, dating to the formation of Riverside County. These resources include above ground and buried pipelines, concrete channels, and a water basin. Four Historic-era artifacts were collected, including a drilling tool, a bullet shell casing, and a rusted railroad spike, and an amethyst or purple glass bottleneck fragment. Three of these newly discovered artifacts, the shell casing, railroad spike, and glass bottle fragment, date to the early twentieth century. In addition to these specimens, one prehistoric artifact was found in the northeastern corner of the Project site. The

prehistoric artifact is an isolate and probably has been removed from its original context since it was found in with the historic items and therefore also lacks integrity.

Although associations of all these historic amenities are interesting, they are not considered significant as a 'unique resource' under CEQA due to a lack of integrity and no known subsurface historic deposits.

Level of Significance: Less than significant.

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

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

As stated above, no known archaeological resources from the EIC records were recorded within the Project site and no archaeological resources were identified during the pedestrian survey. However, EIC records also indicate that 25 cultural resources properties has/have been recorded within a one-mile radius of the Project site. Despite the heavy disturbances of the Project site that may have displaced archaeological resources on the surface, it is possible that intact archaeological resources exist below the surface. As such, mitigation measures are provided to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during project implementation to less than significant levels.

Mitigation Measures

CR-1: Archaeological Monitoring. In conjunction with Mitigation Measure TCR-1 for Tribal Cultural Resources, a qualified archaeologist (the "Project Archaeologist") shall be retained by the developer prior to the issuance of a grading permit. The Project Archaeologist will be on-call to monitor ground-disturbing activities and excavations on the Project site following identification of potential cultural resources by project personnel. If archaeological resources are encountered during implementation of the Project, ground-disturbing activities will be temporarily redirected from the vicinity of the find. The Project Archaeologist 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 CR-2 shall apply.

CR-2: Archeological Treatment Plan. In conjunction with Mitigation Measure TCR-2 for Tribal Cultural Resources, if a significant archaeological resource(s) is discovered on the property, ground disturbing activities shall be suspended 100 feet around the resource(s). The archaeological monitor, the Project Proponent, and the City Planning Department shall confer regarding mitigation of the discovered resource(s). A treatment plan shall be prepared and implemented by the archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) in accordance with current professional archaeology standards (typically this sampling level is two (2) to five (5) percent of the volume of the cultural deposit). At the completion of the laboratory analysis, any recovered archaeological resources shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Jurupa Valley Planning Department and the Eastern Information Center.

Level of Significance: With implementation of Mitigation Measures CR-1 and CR-2 impacts are less than significant.

4.4.6 CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site that are located in the northwestern area of Riverside County. These areas have a potential to yield cultural resources that have affiliation with the cultural context of the Project site. As discussed, there are no above-ground historical resources located on the Project site, except for physical components of a historic-period water distribution system, dating to the formation of Riverside County which is not considered significant under CEQA for the reasons discussed under Threshold 4.4.5 (a). Further, as discussed under Threshold 4.4.5 (b), based on the potential for unearthing archaeological resources, Mitigation Measures CR-1 and CR-2 are required.

Implementation of the Project in conjunction with other planned projects in the City could result in cumulative impacts to cultural resources. However, other development projects would be required to undergo discretionary review and would be subject to the same resource protection requirements and CEQA review as the Project. For example, other development projects may require some degree of ground disturbance but would be required to comply with applicable regulations, which would minimize the potential to disturb significant cultural resources. If cultural resources were found, they would be addressed through the necessary testing, archiving, and recovery prior to development of the site. In consideration of the preceding factors, the Project's contribution to cumulative cultural resource impacts would be rendered less than significant; therefore, Project impacts would not be cumulatively considerable.

4.5 GREENHOUSE GAS EMISSIONS

This section of the EIR evaluates the Project's emission of greenhouse gases (GHG) in the context of global climate change and the Project's consistency with the state and local long-term climate goals or strategies.

4.5.1 Environmental Setting

Over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which can cause global warming. GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change are described below.

- **Carbon Dioxide (CO₂)**: Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees, and other biological materials, and because of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)**: Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide (N₂O)**: Nitrous oxide is emitted during agricultural and industrial activities, combustion of fossil fuels and solid waste, as well as during treatment of wastewater.

Each of these gases can remain in the atmosphere for different amounts of time, ranging from a few years to thousands of years. All these gases remain in the atmosphere long enough to become well mixed, meaning that the amount that is measured in the atmosphere is roughly the same all over the world, regardless of the source of the emissions.

Effects of Climate Change in California

According to EPA's *What Climate Change Means for California*,²¹ August 2016, climate change has the following effects in California:

²¹ <https://www.epa.gov/sites/production/files/2016-09/documents/climate-change-ca.pdf>

Agriculture

About 90 percent of crops harvested in California are grown on farms that are entirely irrigated, so a sustained decrease in the amount of water available for irrigation would force farmers to either reduce the acreage under cultivation or shift away from the most water-intensive crops. But even if sufficient water is available, rising temperatures could transform California's agriculture. Fruit trees and grape vines need a certain number of "chilling hours" during which temperatures are between 32° and 50°F in the winter before they can flower. Suitable areas for growing wine grapes are likely to shift north, and the area capable of consistently producing grapes for the highest-quality wines is likely to shrink by more than 50 percent during the next 75 years. Chilling will be insufficient in much of California for the types of fruit trees found in the state today. The yields of most grain crops currently grown in the state are likely to decline as well. Livestock may also be affected: higher temperatures cause cows to eat less, grow more slowly, and produce less milk, and in extreme cases, it may threaten their health.

Human Health

Hot days can be unhealthy—even dangerous. Certain people are especially vulnerable, including children, the elderly, the sick, and the poor. High air temperatures can cause heat stroke and dehydration, and affect people's cardiovascular, respiratory, and nervous systems. Higher temperatures are amplified in urban settings where paved and other surfaces tend to store heat. Warming can also increase the formation of ground-level ozone, a component of smog that can contribute to respiratory problems.

Sea Level Rise

Sea level is likely to rise between one and four feet in the next century. Even a 16-inch rise could threaten coastal highways and bridges. A rise of three feet would increase the number of Californians living in places that are flooded by a 100-year storm from about 250,000 today to about 400,000. Along some ocean shores, homes will fall into the water as beaches, bluffs, and cliffs erode; but along shores where seawalls protect shorefront homes from erosion, beaches may erode up to the seawall and then vanish. The sea could also submerge wetlands in estuaries, which would harm local fisheries and potentially remove key intertidal feeding habitat for migratory birds.

Snowpack

The decline in snowpack could further limit the supply of water for some purposes. Mountain snowpacks are natural reservoirs. They collect the snow that falls during winter and release water when the snow melts during spring and summer. Over the past 50 years, snowpack has been melting earlier in the year. Dams capture most meltwater and retain it for use later in the year. But upstream of these reservoirs, less water is available during droughts for ecosystems, fish, water-based recreation, and landowners who draw water directly from a flowing river.

Water Availability

The changing climate is likely to increase the need for water but reduce the supply. Rising temperatures increase the rate at which water evaporates into the air from soils and surface waters. Rising temperatures also increase the rate at which plants transpire water into the air to keep cool, so irrigated farmland would need more water. But less water is likely to be available because precipitation is unlikely to increase as much as evaporation. Soils are likely to be drier, and periods without rain are likely to become longer, making droughts more severe. Increasing temperatures and declining rainfall in nearby states have reduced the flow of water in the Colorado River, a key source of irrigation water in southern California.

Wildfires and Changing Landscapes

Higher temperatures and drought are likely to increase the severity, frequency, and extent of wildfires, which could harm property, livelihoods, and human health. Wildfire smoke can reduce air quality and increase medical visits for chest pains, respiratory problems, and heart problems. The combination of more fires and drier conditions may expand deserts and otherwise change parts of California's landscape. Many plants and animals living in arid lands are already near the limits of what they can tolerate. A warmer and drier climate would generally expand the geographic ranges of the Sonoran, Mojave, and Great Basin deserts. In some cases, native vegetation may persist and delay or prevent expansion of the desert. In other cases, fires or livestock grazing may accelerate the conversion of grassland to desert in response to a changing climate. For similar reasons, some forests may change to desert or grassland.

Emissions Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. The following subsections summarize the latest information on national and State GHG emission inventories. However, because GHGs persist for a long time in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

United States Emissions

According to EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2018*, in 2018, U.S. greenhouse gas emissions totaled 6,677 million metric tons of carbon dioxide equivalents, or 5,903 million metric tons of carbon dioxide equivalents after accounting for sequestration from the land sector. Emissions increased from 2017 to 2018 by 3.1 percent (after accounting for sequestration from the land sector). This increase was largely driven by an increase in emissions from fossil fuel combustion, which was a result of multiple factors, including more electricity use greater due to greater heating and cooling needs due to a colder winter and hotter summer in

2018 in comparison to 2017. Greenhouse gas emissions in 2018 (after accounting for sequestration from the land sector) were 10.2 percent below 2005 levels.²²

State of California Emissions

According to CARB emission inventory estimates, in 2018, emissions from statewide emitting activities were 425 million metric tons of CO₂ equivalent (MMTCO₂e, or million tonnes CO₂e), 1.0 MMTCO₂e higher than 2017 levels and 6 MMTCO₂e below the 2020 GHG Limit of 431 MMTCO₂e. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2016, statewide GHG emissions dropped below the 2020 GHG Limit and have remained below the Limit since that time.²³

Local and Regional Emissions

As part of the Subregional Climate Action Plan (CAP) process for Western Riverside County, baseline inventories were prepared for each participating jurisdiction to quantify GHG emissions resulting from the community and government operations. Community-wide inventories encompass the GHG emissions resulting from activities taking place within each jurisdiction's boundaries, where the local government has jurisdictional authority, in addition to some activities taking place outside the boundaries that support activities in the jurisdiction (for example, solid waste sent to landfill areas outside the boundaries). The baseline inventories include emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. 2010 is the inventory base year for 10 of the 12 participating jurisdictions within the WRCOG subregion (the cities of Banning, Calimesa, Canyon Lake, Hemet, Norco, Perris, Riverside, San Jacinto, Temecula, and Wildomar). For the cities of Eastvale and Jurupa Valley, which incorporated in October 2010 and July 2011, respectively, the most recent available data were used.

The baseline GHG inventory for the 12 WRCOG subregion jurisdictions participating in the CAP totals 5,834,400 metric tons (MT) of carbon dioxide equivalents (CO₂e). Emissions from the transportation sector accounted for 3,317,387 MT CO₂e, or 57% of the total emissions in the subregion, followed by the commercial/industrial energy sector, which generated 1,226,479 MT CO₂e, or 21% of the total. The residential energy sector produced 1,167,843 MT CO₂e, or 20% of the total.²⁴

Scope of the GHG Analysis

Although climate change is a global impact, for purposes of this analysis, the environmental setting is at the regional and local level because addressing climate change by the City is primarily undertaken at the regional and local level, which in turn addresses climate change at the State and federal levels.

²² <https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf>

²³ https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/ghg_inventory_trends_00-18.pdf, p.3.

²⁴ <https://wrcog.us/DocumentCenter/View/188/Subregional-Climate-Action-Plan-CAP-PDF?bidId=>

4.5.2 Notice of Preparation Comments

A Notice of Completion (NOP) for the proposed Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to greenhouse gas emissions were received during the public scoping period.

4.5.3 Regulatory Framework

The following section highlights the primary state legislation and guidance related to this Project.

Assembly Bill 32 Scoping Plan

California Global Warming Solutions Act of 2006 AB 32 was approved by the legislature and signed by Governor Schwarzenegger in 2006. The landmark legislation requires the California Air Resources Board (CARB) to develop mechanisms that will reduce GHG emissions to 1990 levels by 2020. Mandatory actions to be completed by CARB include development of a scoping plan to identify the most technologically feasible and cost-effective measures to achieve the necessary emissions reductions to reach 1990 levels by 2020. The Scoping Plan identifies a variety of GHG reduction measures that include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and a market-based cap-and-trade program. The Plan identifies local governments as strategic partners to achieving the state goal and translates the reduction goal to a 15% reduction of current emissions by 2020²⁵.

SB 375 – Sustainable Communities and Climate Protection Act of 2008

SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008, builds off of AB 32 and aims to reduce GHG emissions by linking transportation funding to land use planning. It requires the state's metropolitan planning organizations (MPO) to create a sustainable communities strategy (SCS) in their regional transportation plans (RTP) for the purpose of reducing urban sprawl. On September 3, 2020, SCAG adopted the *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* which demonstrates how the region will achieve the GHG emissions reduction targets set by CARB.²⁶

California Energy Commission California Building Energy Efficiency Standards (Title 24, Part 6)

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, found in Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption which in turn reduces GHG emissions. Title 24 requires the design of building shells and components to conserve energy. The standards are updated periodically to allow

²⁵ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>

²⁶ <https://scag.ca.gov/connect-socal>

consideration and possible incorporation of new energy efficiency technologies and methods. An update to Title 24 was adopted by the California Energy Commission (CEC) on May 9, , 2018.²⁷

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code, which is Part 11 of the CCR, is commonly referred to as the CALGreen Code. The most current version of the CALGreen building code went into effect in January 2020. The purpose is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, outdoor lighting standards, use and occupancy, location, and maintenance of all building and structures within its jurisdiction²⁸.

4.5.4 Thresholds of Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to greenhouse gas emissions. Based on these significance thresholds, this Project would have a significant impact for greenhouse gas emissions if it would:

- ☐ *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*
- ☐ *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

4.4.5 Impact Analysis

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 Appendix B to this EIR.

Threshold 4.5 (a) Would the Project:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■			

²⁷ <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>

²⁸ Ibid

Plans, Policies, or Programs (PPP)

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

PPP 4.5-1 Prior to building permit issuance, the City shall verify that the following note is included on building plans. Project contractors shall be required to ensure compliance with the note and permit inspection by City of Jurupa Valley staff or their designee to ensure compliance. The note also shall be specified in bid documents issued to prospective construction contractors.

"All installed appliances shall comply with California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances."

PPP 4.5-2 Prior to the approval of landscaping plans, the City shall verify that all landscaping will comply with City Ordinance No. 2015-17, "Water Efficient Landscape Requirements." Project contractors shall be required to ensure compliance with approved landscaping plans.

PPP 4.5-3 Prior to issuance of a building permit, the Project Applicant shall submit energy usage calculations in the form of a Title 24 Compliance Report to the City of Jurupa Valley Planning Department showing that the Project will meet the current California Building Code Title 24 requirements. The City shall review and approve the Report and ensure that building and site plan designs meet the current California Title 24 Energy Efficiency Standards.

PPP 4.5-4 Prior to the issuance of a building permit, building plans shall be reviewed by the City Building Department to ensure that measures to reduce water consumption and the associated energy-usage are designed to comply with the mandatory 20% reduction in indoor water usage contained in the current CALGreen Code and the 30% reduction in outdoor water usage contained in the City's water efficient landscape requirements. Additionally, the Project shall implement the following:

- ☐ Landscaping palette emphasizing drought tolerant plants;
- ☐ Use of water-efficient irrigation techniques;
- ☐ U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving fixtures, e.g. sink faucets, showerheads.

PPP 4.5-5 The Project shall participate in established City-wide programs for industrial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

PPP 4.5-6 The Project is required to comply with the CALGreen Code, as required by the City's Municipal Code Section 8.05.010.

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

Overall, the following activities associated with the Project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the Project, GHG emissions would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., Carbon Dioxide CO₂, Methane (CH₄) and Nitrous Oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH₄ (methane) and CO₂ (carbon dioxide). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Water-related electricity use is 48 terawatt hours per year and accounts for nearly 20 percent of California's total electricity consumption.
- **Solid Waste Disposal:** Solid waste generated by the Project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials.
- **Motor Vehicle Use:** Transportation associated with the Project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

A final numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has not been established by SCAQMD. General Plan Policy AQ 9.5 requires the City to utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).

The City has determined that the SCAQMD's draft threshold of 3,000 MTCO₂e per year is appropriate for commercial land use development projects. The 3,000 MTCO₂e threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3.

As shown in Table 4.5.1, *Total Unmitigated Greenhouse Gas Emissions*, on page the Project will result in unmitigated GHG emissions of 16,789.03 MT CO₂e/yr, which is greater than the SCAQMD Tier 3 threshold of 3,000 MT CO₂e/yr and potentially significant.

Table 4.5.1. Total Unmitigated Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.04	0.04	0.00	0.00	0.04
Energy Usage ³	0.00	1,888.06	1,888.06	0.07	0.02	1,895.94
Mobile Sources ⁴	0.00	14,383.07	14,383.07	0.89	0.00	14,405.22
Solid Waste ⁵	95.66	0.00	95.66	5.65	0.00	237.00
Water ⁶	8.60	157.67	166.27	0.89	0.02	195.13
Construction ⁷	0.00	61.84	61.84	0.01	0.00	55.70
Total Emissions	104.26	16,490.69	16,594.95	7.50	0.04	16,789.03
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						Yes

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

The Project will implement PPP 4.5-1 through 4.5-6 as described on pages 4.5-5 and 4.5-6 and the following design features and measures:

- ☐ Utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.
- ☐ Utilize water-efficient irrigation systems.
- ☐ Implement recycling programs that reduces waste to landfills by a minimum of 75 percent (per AB 341).
- ☐ Architectural coatings will be limited to 50 grams per liter VOC content for buildings and 100 grams per liter VOC content for parking lot striping per SCAQMD Rule 1113.
- ☐ EnergyStar appliances to be utilized on-site.
- ☐ Compliance with 2019 Title 24 standards; and incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Improved

Destination Accessibility, LUT-5 Increase Transit Accessibility, and SDT-1 Improve Pedestrian Network.

With implementation of PPP 4.5-1 through 4.5-6 and the mandatory design features and measures described above, the Project's GHG emissions would be reduced to 9,568.86 MTCO₂e per year resulting in a 43% reduction in GHGs when compared to the unmitigated scenario as shown in Table 4.5.2, *Total Mitigated Greenhouse Gas Emissions* below.

Table 4.5.2. Total Mitigated Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	0.00	0.04	0.04	0.00	0.00	0.04
Energy Usage	0.00	1,665.78	1,665.78	0.06	0.02	1,672.68
Mobile Sources	0.00	7,598.54	7,598.54	0.70	0.00	7,616.01
Solid Waste	23.92	0.00	23.92	1.41	0.00	59.25
Water	6.88	135.19	142.07	0.71	0.02	165.18
Construction	0.00	61.84	61.84	0.01	0.00	55.70
Total Emissions	30.79	9,461.38	9,492.17	2.89	0.04	9,568.86
% Reduction from Unmitigated Scenario						43%
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						Yes

Source: Air Quality and Greenhouse Gas Impact Study (Appendix B).

In addition to the PPP's and mandatory design features described above, the Project will also provide the following design features intended to reduce VMT and thus GHG emissions: 113 electric vehicle parking stalls, 129 bicycle parking spaces, improved sidewalks for external and internal pedestrian access, and a bus turnout. Although these measures will help reduce GHG emissions, they will not be reduced to the extent that emissions would be reduced to less than significant levels.

Level of Significance: Significant and unavoidable.

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

State Plans, Policies, Regulations

California Air Resources Board's 2035 Scoping Plan

The California Air Resources Board's (CARB) 2035 Scoping Plan outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must “*identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives*” in order to achieve the 2020 goal, and achieve “*the maximum technologically feasible and cost-effective greenhouse gas emission reductions*” by 2020 and maintain and continue reductions beyond 2020²⁹.

Table 4.5.3, *CARB Scoping Plan Consistency Analysis*, identifies the Plan's measures applicable to the Project and provides a consistency analysis regarding the Project's compliance with each measure. Compliance with the PPP's and design features/measures described on pages 4.5-8 and 4-5-10 would ensure the Project is consistent with the Plan.

Table 4.5.3. CARB Scoping Plan Consistency Analysis

Measure	Consistency Analysis
Dedicate on-site parking for shared vehicles.	Consistent. The proposed Project would include dedicated on-site parking for shared vehicles.
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	Consistent. The proposed Project would incorporate cool roof materials and shade trees in surface parking lot areas.
Require solar-ready roofs.	Consistent. The proposed Project would install hook-ups for PV solar panel on roofs, as required in Title 24 Part 6 and the CalGreen Building Code standards.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	Consistent. The proposed Project would be constructed to Title 24 Part 6 and CalGreen Building Code standards.
Expand urban forestry and green infrastructure in new land development.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the project site. Additionally, weather-based smart irrigation controllers would be used.

²⁹ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

Measure	Consistency Analysis
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	Consistent. The proposed Project would provide outdoor electric outlets to discourage gas powered landscape equipment.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the Project site. Additionally, weather based smart irrigation controllers would be used.
Expand urban forestry and green infrastructure in new land development.	Consistent. The proposed Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.

Southern California Association of Governments SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)

California Senate Bill 375, codified in 2008 in Government Code §65080 (b)(2)(B), also requires that the Regional Transportation Plan (RTP) include a sustainable communities strategy or “SCS”, which describes a sustainable communities strategy to achieve greenhouse gas reduction targets set by CARB. *Connect SoCal* presents strategies and tools that are consistent with local jurisdictions’ land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). *Connect SoCal* is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by the Regional Council.³⁰

Connect SoCal’s aggregated strategies, measures and policies that help reduce per-capita GHG emissions are evaluated in Table 4.5.4 *Connect SoCal Consistency Analysis* on page 4.5-14.

Table 4.5.4. Connect SoCal Consistency Analysis.

Strategy	Consistency Analysis
Improved Bike Infrastructure	Consistent: The Project would include the installation of bicycle parking stalls at each of these proposed buildings in excess of what is required based on building intensity.
Infill development and increased density near transit infrastructure	Consistent: The Project is an infill site located adjacent to Riverside Transit Agency Route No. 21.
Shorter trips through land use strategies such as jobs/housing balance	Consistent: The Project will create jobs in the commercial, retail and office sectors.
Increased Electric Vehicle Charging Infrastructure	Consistent: The Project is required to provide electric vehicle charging station(s).
Improved Pedestrian Infrastructure	Consistent: Implementation of the Project includes the development of sidewalks on the northside

³⁰ <https://scag.ca.gov/read-plan-adopted-final-plan>.

Strategy	Consistency Analysis
	Mission Boulevard and the westside of Pyrite Street along the Project site's frontage. The Project also includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways.

As shown in Table 4.5.4 above, the Project implements the applicable strategies identified in Connect SoCal to reduce GHG emissions and can be found not to be in conflict with the Plan.

Improved Bike Infrastructure

Infill development and increased density near transit infrastructure

Shorter trips through land use strategies such as jobs/housing balance

Increased Electric Vehicle Charging Infrastructure

Improved Pedestrian Infrastructure

California Energy Commission California Building Energy Efficiency Standards (Title 24, Part 6)

As required by PPP 4.5-3 on page 4.5-4, prior to issuance of a building permit, the Project Applicant shall submit energy usage calculations in the form of a Title 24 Compliance Report to the City of Jurupa Valley Planning Department showing that the Project will meet the current California Building Code Title 24 requirements. The City shall review and approve the Report. and ensure that building and site plan designs the meet current California Title 24 Energy Efficiency Standards.

California Green Building Standards (Title 24, Part 11)

As required by PPP 4.5-6 on page 4.5-5, the Project is required to comply with the CALGreen Code, as required by the City's Municipal Code Section 8.05.010.

Regional Plans

Western Riverside Council of Governments Climate Action Plan

In 2014, the City of Jurupa Valley was one of 12 cities that collaborated with the Western Riverside Council of Governments (WRCOG) on a Subregional Climate Action Plan (Subregional CAP) that includes 36 measures to guide GHG reduction efforts through 2020. However, the City of Jurupa Valley has not adopted the Subregional CAP because it did not go through formal CEQA review by WRCOG, which intended it to be a framework for cities to implement AB 32 and for cities to develop their own CAPs.

The 2017 General Plan contains the following policy relative to a CAP:

AQ 9.1.1. Climate Action Plan. Within 2 years of General Plan adoption, prepare and adapt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but not limited to, requiring the installation of electric conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging station for individual homes and businesses.

The WRCOG Subregional CAP establishes policies and priorities to enable member jurisdictions, including Jurupa Valley, to implement strategies that successfully address state legislation, including AB 32 and SB 375. The CAP addresses the overall GHG emissions in Western Riverside County by preparing GHG inventories, identifying emissions reduction targets, and developing and evaluating GHG emissions to 80 percent below 1990 levels by 2050 in accordance with Executive Order S-3-05, AB 52, and SB 375. Until the City formally adopts a CAP, local development is not required to be consistent on a project-by-project evaluation of GHG emissions identified in the WRCOG Subregional CAP.

Local Plans

City General Plan Policies

The specific policies outlined in the City's General Plan that are related to greenhouse gas emissions and that apply to the proposed Project are evaluated in Table 4.8.1, *General Plan Consistency Analysis* in EIR Section 4.8, *Land Use and Planning*.

Conclusion

As shown in Table 4.5.2, *Total Mitigated Greenhouse Gas Emissions*, as demonstrated by the analysis for Threshold 4.5.5 (b), the Project is consistent with state and regional plans because the Project would not pose any explicit conflict with the applicable list with the goals and policies of said plans because many of the reduction strategies outlined in the plans require Statewide action by government, industry, or both and are not applicable to the Project. Those reduction strategies that are applicable to the Project that do not require government action, such as improving building energy use, green buildings, water use efficiency, and solid waste reduction through recycling, will be incorporated as part of the Project.

Notwithstanding, because the Project exceeds the applicable numeric threshold and results in a cumulatively considerable impact with respect to GHG emissions, a significant and unavoidable finding with respect to this threshold is also identified.

***Level of Significance:* Significant and unavoidable.**

4.4.6 Cumulative Impacts

Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the Project has no potential to result in a direct impact to climate change; rather, Project-related contributions to climate, if any, only have potential significance on a cumulative basis. Therefore, Project-specific impacts result in contribution to cumulative GHG impacts. As discussed above, incorporation of PPP 4.5-1 through 4.5-6 and the design measures and features described in this analysis would contribute to minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO₂e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

***Level of Significance:* Significant and unavoidable.**

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the EIR focuses on the following potential impacts related to hazardous materials:

- Pesticides used in historical agricultural operations which occurred on the Project site from at least as early as 1931 to circa 1974 (43 years).
- Releases from the Stringfellow site have impacted groundwater underlying the subject property with contaminants, including volatile organic compounds (VOCs), that could potentially pose a human health threat due to vapor intrusion into future commercial buildings.

4.6.1 Environmental Setting

The Project site is located approximately 1,000 feet south of the Stringfellow Superfund Site. (See *Figure 4.6.1. Project Site Location in Relation to Stringfellow Superfund Site*. Stringfellow is a former liquid hazardous waste disposal facility that operated from 1956 to 1972. During its operation from 1956 to 1972, the disposal area contained as many as 20 evaporation ponds. About 34 million gallons of liquid industrial process wastes containing spent acids and caustics, solvents, pesticide by-products, metals, and other inorganic and organic constituents were discharged into the evaporation ponds.³¹ The State of California is responsible for cleanup of the Site. The California Department of Toxic Substances Control (DTSC) performs the necessary remediation and monitoring on behalf of the State, and the U.S. Environmental Protection Agency (USEPA) provides federal oversight of the Superfund Site.

Chemicals from the former facility have migrated south in groundwater to the community of Jurupa Valley. (See *Figure 4.6.1. Extent of Stringfellow Groundwater Plume*). An active groundwater pump-and-treat system is currently operated at the Stringfellow site by the Department of Toxic Substances Control on behalf of the State of California. The treatment system extracts metals and organics from impacted groundwater. The treated effluent from the system is discharged to the Inland Empire Brine Line, formerly known as the Santa Ana Regional Interceptor (SARI) line, under permit from the Santa Ana Water Project Authority (SAWPA)³².

The primary constituents of concern in groundwater are perchlorate, trichloroethene (TCE), and chloroform. In 2018, DTSC started a soil gas screening investigation to evaluate the potential for vapor intrusion due to Site contaminants, specifically trichloroethene (TCE) from groundwater into buildings in a residential area of Jurupa Valley as shown on *Figure 4.6.2. Vapor Intrusion Study Area* on page 4.6-3).

<*Figure 4.6.1. Extent of Stringfellow Groundwater Plume* is located on the following page>

³¹ EnviroStor

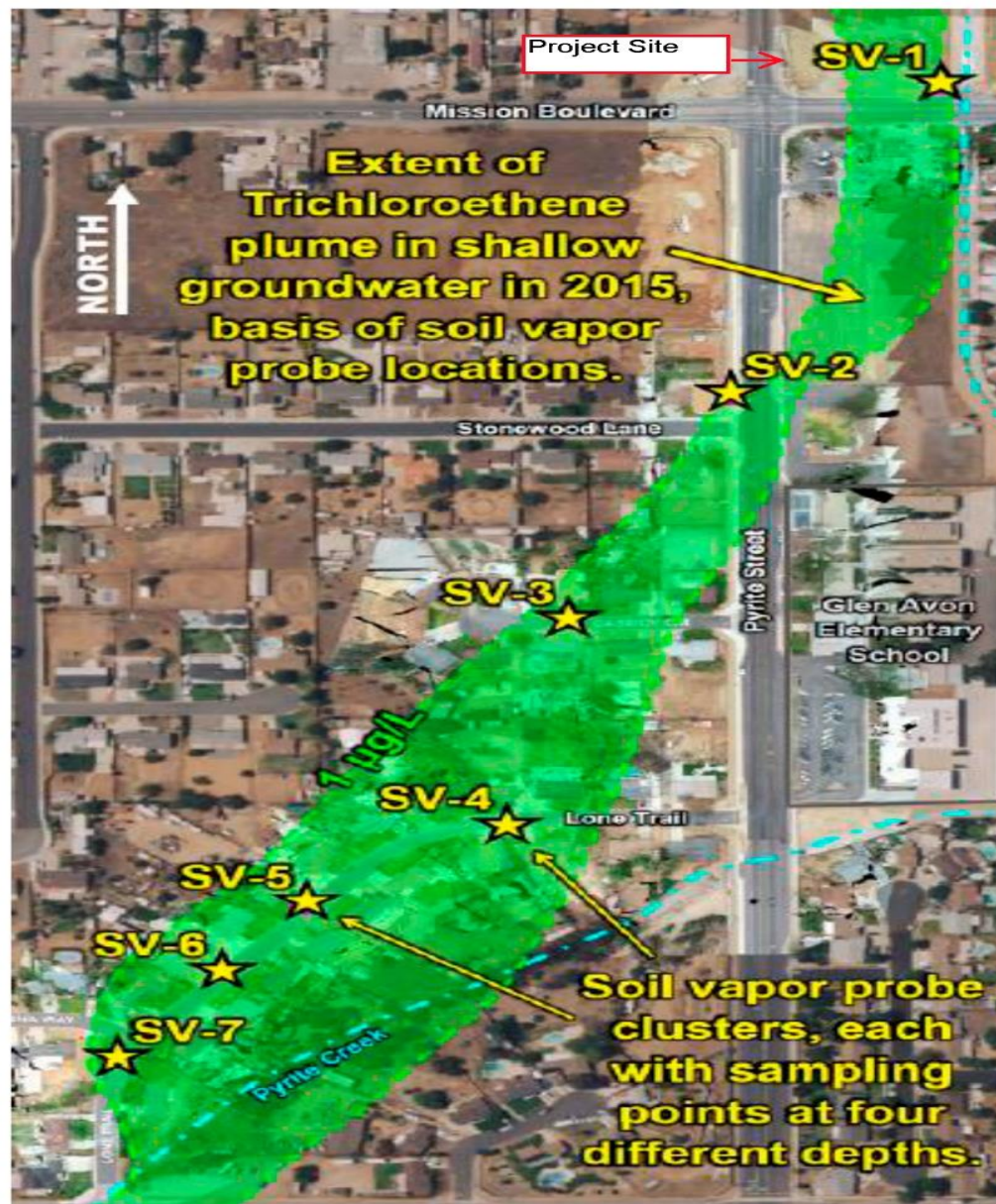
³² Ibid

Figure 4.6.1. Project Site Location in Relation to Stringfellow Superfund Site



In 2018, DTSC installed multi-depth soil gas sampling wells at seven SV (soil vapor) locations. As shown on Figure 4.6.2, *Location of Soil Vapor Monitoring Probes in the Area*.

Figure 4.6.2. Location of Soil Vapor Monitoring Probes in the Area



SV-1 is located on the Project site as shown on Figure 4.6.3, *Location of Soil Vapor Probes on the Project Site*.

Figure 4.6.3. Location of Soil Vapor Probes on the Project Site



In addition to the Stringfellow plume issues, agricultural use (orchard and row crops) occurred on the Project site from at least as early as 1931 to circa 1974 (43 years) that typically results in the upper one to two feet of soil being impacted by pesticides (that would include DDT (dichlorodiphenyl-trichloroethane) and DDE (dichlorodiphenyldichloroethylene) in excess of screening concentrations allowed by the agencies due to potential human health impacts

4.6.2 Notice of Preparation (NOP) Scoping Comments

A NOP for the proposed Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to hazards and hazardous materials were received during the public scoping period.

4.6.3 Regulatory Framework

Federal and State Regulations

While federal statutes have established national standards for the transportation, emission, discharge, and the disposal of harmful substances, implementation and enforcement of many of the large programs has been delegated by the U.S. Environmental Protection Agency (EPA) to the states. In turn, the states apply national standards to sources within their borders through permit programs that control the release of pollutants into the environment. Thus, while most implementation and enforcement occurs at the state or local level, the U.S. EPA maintains an overarching role with respect to the states by establishing federal standards and approving state programs.³³

The primary federal and state regulations applicable to the Project are:

- The Resource Conservation and Recovery Act (RCRA) gives the U.S. EPA the authority to control hazardous waste from cradle to grave. This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The EPA does not handle all environmental concerns, as some issues are primarily concerns of tribal, state, or local agencies. Many environmental programs have been delegated to the state and local level and they have primary responsibility for them.
- The State of California has developed the California Hazardous Waste Control Law (HWCL) and the EPA has delegated authority for RCRA enforcement to the State of California. Primary authority for the statewide administration and enforcement of HWCL rests with the Department of Toxic Substances Control (DTSC).

Local Agency Regulations

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) provides for local implementation of hazardous materials regulatory programs. The California Environmental Protection Agency designated the Riverside County Department of Environmental Health Hazardous Materials Branch (DEH) as the Certified Uniform Protection Agency (CUPA) with responsibility for overseeing the primary hazardous materials programs applicable to the Project:

- Business Plan Program: In order to protect public health and safety, as well as the environment, the Business Plan Program regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law.

³³ Overview of Environmental Law by Lisa F. Brown, Assistant Counsel for Enforcement California Environmental Protection Agency available at: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/CUPA-Documents-Inspection-OvrviwEnvlaw.pdf>

- Underground Storage Tank Program: DEH oversees the inspections of construction, repairs, upgrades, system operation and removal of underground storage tank (UST) systems.

City of Jurupa General Plan Policies

The specific policies outlined in the City's General Plan Community Safety, Services, and Facilities Element that are related to hazards and hazardous materials and that apply to the proposed Project, including Policy CSSF 1.23 related to fire prevention features, are listed in General Plan Consistency Analysis table in Subsection 4.17, *Land Use and Planning*, of this EIR.

4.6.4 Thresholds of Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to hazards and hazardous material for those impacts not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on cultural resources if it would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*
- *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.*

4.6.5 Impact Analysis

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 Appendix F to this EIR.
- *Limited Soil Vapor Investigation Promenade at Glen Avon, Riverside, California, Enviro Application H, Inc.*, which is dated August 26, 2019 and is included as Appendix G to this EIR.
- *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 Appendix H to this EIR.

Threshold 4.6.5 (a) Would the project:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

Plans, Policies, and Programs

The following apply to the Project and would reduce impacts relating to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PPP 4.6-1 As required by Health and Safety Code Section 25507, a business shall 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 Section 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 Section 25507(a) (1) through (6).
- PPP 4.6-2 As required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280 – 25299.8) and Riverside County Ordinance 617, the operator of the gas station and car wash is required to obtain a permit to operate an underground storage tank (UST) system. These regulations mandate the testing and frequent inspections of the UST facilities.

The *Phase I Environmental Site Assessment* (Appendix F) conducted for the Project identified two items of environmental concern:

- Impacts from the releases at the Stringfellow site that has impacted groundwater underlying the subject property with contaminants, including volatile organic compounds (VOCs), that could pose a human health threat due to vapor intrusion into future commercial and residential buildings.
- Agricultural use (orchard and row crops) from at least as early as 1931 to circa 1974 (43 years) that typically results in the upper one to two feet of soil being impacted by pesticides (that would include DDT (dichloro-diphenyl-trichloroethane) and DDE (dichlorodiphenyldichloroethylene) and other organochlorine compounds during this era) in excess of screening concentrations allowed by the agencies due to potential human health impacts.

Stringfellow Acid Pits Site Analysis

Based on the *Limited Soil Vapor Investigation* (Appendix H) and the *Opinion Letter* (Appendix I) conducted for the Project, the results of the investigation indicate the presence of soil vapor impacts related to a past release of VOCs, likely resulting from transport in groundwater from the upgradient Stringfellow Acid Pits Superfund site. However, none of the reported soil vapor concentrations detected exceed the calculated screening levels. In addition, in all locations where multi-depth soil vapor concentrations were reported (predominantly south of State Route 60) there is a marked attenuation of concentrations in the upward direction, indicating a lack of significant exposure risk to future site users.

As noted earlier, in 2018, DTSC started a soil gas screening investigation to evaluate the potential for vapor intrusion due to Site contaminants, specifically trichloroethene (TCE) from groundwater. Two rounds of soil gas sampling were conducted in June 2018 (dry season) and February 2019 (wet season). The samples were analyzed for volatile organic compounds (VOCs). Current data indicates that the majority of chemicals in groundwater underneath the Project site have been significantly removed by the existing extraction system, especially TCE and chloroform that are currently detected at levels that pose little to no risk to human health or the environment.³⁴

However, to reduce impacts from the potential future exposure to occupants of the Project site to the maximum extent feasible, and to ensure that DTSC monitoring probes are not displaced, the following mitigation measures are required:

Mitigation Measure HAZ-1 Vapor Barriers. *Prior to the issuance of a building permit, building plans shall demonstrate sub-slab liners made of a minimum of 40 to 60 mil high-density polyethylene (HDPE) are installed before the slab for each building is poured. The membranes should be durable enough (at least 30 mil) to prevent damage during placement, building construction, remodeling, or maintenance, or to resist failure due to earth movement and age.*

Mitigation Measure HAZ-2. Abandonment or Relocation of Wells. Prior to the issuance of a grading permit, the Project proponent shall provide written verification from the Department of Toxic Substances Control (DTSC) that any existing monitoring wells on site that are to be abandoned or relocated have been authorized by the DTSC.

Agricultural Use Analysis

The historical records reviewed indicate that the subject property was historically agricultural (orchards, row crops) land from at least as early as 1931 until circa 1974. It has been vacant, graded land since 1975. The surrounding area was originally agricultural and aggregate mining land that became developed with residential and commercial buildings and yards. The use of the subject property as farmland during the organochlorine pesticide use era including

³⁴ https://www.envirostor.dtsc.ca.gov/public/deliverable_documents/9305178582/3%202019-9-26%20Final%20Community%20Fact%20Sheet_English_PDF.pdf

Dichlorodiphenyltrichloroethane (DDT) and DDE (dichlorodiphenyldichloroethylene) qualifies as a Controlled Recognized Environmental Condition of the subject property since the pesticides (and other agricultural chemicals) were (presumably) applied to the subject property in accordance with manufacturers specifications and government regulations in effect at the time. Additionally, no agricultural chemical mixing sheds or yards were observed on the subject property in the historical aerial photos.

None of the reported soil vapor concentrations detected exceed the calculated screening levels. Hazardous compounds from pesticides are degraded through naturally occurring processes and generally do not persist in soil at significant concentrations. Based on the amount of time that has elapsed since the Site has been in agricultural use, concentrations of pesticide compounds representing a health risk are unlikely to be present.

Gas Station Analysis

The Project proposes a 12- pump gas station with a 4,800 square feet single-tunnel automated car wash that handles fuels and detergents/waxes in quantities greater than or equal to 55 gallons of a liquid substance. Compliance with PPP 4.6-1 regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law.

Operation of the gas station will require the installation of underground storage tanks for the storage of vehicle fuel (gasoline and diesel). Underground storage tank (UST) systems can be vulnerable to damage during natural disasters and can release regulated substances into the environment. The U.S. Environmental Protection Agency (EPA) designed part of the technical regulations for underground storage tank (UST) systems to prevent releases from USTs. The regulations require owners and operators to properly install UST systems and protect their USTs from spills, overfills, and corrosion and require correct filling practices to be followed. In addition, owners and operators must report the existence of new UST systems, suspected releases, UST system closures, and keep records of operation and maintenance.³⁵ These regulations are enforced at the local level by the Riverside County Department of Environmental Health Hazardous Materials Branch as required by PPP 4.6-2 on page 4.6-7.

Level of Significance. With implementation Mitigation Measures HAZ-1 and HAZ-2 impacts are **less than significant**.

4.6.6 Cumulative Impacts

Construction

The Project's temporary construction activities would entail the storage, handling and use of hazardous substances; however, there would be no greater risk associated with the transport, use, disposal, or accidental release of these substances than would occur on any other similar construction site, and impacts would be less than significant. Similarly, any other developments in the area proposing construction that involves the potential for use, storage, or transport of

³⁵ <https://www.epa.gov/ust/release-prevention-underground-storage-tanks-usts#releaseprev>

hazardous materials also would be required to comply with the same federal, State, and local regulations as the Project, which would preclude potential adverse impacts related to the release of hazardous materials during construction activities.

Operational Emissions

As concluded under Threshold 4.6.5 (a), operation of the gas station component of the Project would store and use quantities of gasoline and diesel fuel in quantities that in the event of an accidental releases or natural disaster, could release hazardous materials into the environment. As required by PPP 4.6.1 and 4.6.2, the Project is required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, or disposal of hazardous substances, which would ensure that operation of the Project would have a less than significant impact related to the release of hazardous materials into the environment. Because the Project and nearby cumulative development would not result in adverse impacts related to handling, transport, storage, and treatment of hazardous materials due to mandatory compliance with federal, State, and local regulations that require that minimum, adequate safety standards be met, there is no potential for a cumulative impact to occur related to hazardous materials, including under routine and accident conditions.

Level of Significance. With implementation Mitigation Measures HAZ-1 and HAZ-2 that address impacts related to the Stringfellow Superfund Site, , impacts are **less than significant**.

4.7 LAND USE AND PLANNING

Section 15125 (d) of the CEQA Guidelines requires EIRs to “discuss any inconsistencies between the proposed project and applicable general plans and regional plans.” The objective of such a discussion is to find ways to modify a project, if warranted, to eliminate any identified inconsistencies with relevant plans and policies, and thereby avoid creating a physical impact to the environment. Pursuant to CEQA Guidelines Section 15125 (d), this EIR section includes an evaluation of the consistency of the proposed project with the following applicable plans:

- South Coast Air Quality Management District *Air Quality Plan*. (See Section 4.2, *Air Quality*).
- Western Riverside County *Multiple Species Habitat Conservation Plan*. (See Section 4.3 *Biological Resources*).
- Southern California Association of Governments Connect SoCal 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* (See Section 4.5 *Greenhouse Gas Emissions*).
- California Air Resources Board *Scoping Plan* (See Section 4.5 *Greenhouse Gas Emissions*).
- City of Jurupa Valley General Plan.

4.7.1 ENVIRONMENTAL SETTING

As shown on Figure 3-2, *Vicinity Location Map/Aerial Photo*, in Section 3.0 of this EIR, the entire Project site is vacant and undeveloped under existing conditions. As detailed in Table 3.1-1, *Land Uses/General Plan Land Use Designations/Zoning Classifications* in Section 3.0 of this EIR, properties located to the north of the Project site consists of vacant land (including the Stringfellow Acid Pits) followed by SR-60. Properties located to the south of the Project site (south of Mission Boulevard) consist of a mobile home park and commercial uses. Properties located to the east of the Project consist of a plant nursery, outdoor storage of vehicles, and vacant land. Properties to the west (across Pyrite Street) consist of single-family detached homes.

As detailed in Table 3.4-1, *Land Uses/General Plan Land Use Designations/Zoning Classifications* in Section 3.0 of this EIR, the Project site has a General Plan land use designation of Commercial Retail (CR). Land to the north of the SR-60 is designated as Commercial Retail (CR), Light Industrial (LI) and Heavy Industrial (HI); land to the east of the Project site is designated as Business Park (BP); land to the south is designated Commercial Retail (CR), Medium Density Residential (MDR), and High Density Residential (HDR); land to the west of the Project site is designated as Commercial Retail (CR) and Medium Density Residential (MDR).

As detailed in Table 3.4-1, *Land Uses/General Plan Land Use Designations/Zoning Classifications* in Section 3.0 of this EIR, the Project site has a zoning classification of C-P-S (Scenic Highway Commercial), C-1/C-P (General Commercial), and A-1 (Light Agricultural). Land to the north of SR-60 is zoned C-P-S (Scenic Highway Commercial), M-SC (Manufacturing-Service Commercial), and W-2 (Controlled Development Area; land to the south (across Mission Boulevard) is zoned

C-P-S (Scenic Highway Commercial); and land to the west (across Pyrite Street) is zoned C-P-S (Scenic Highway Commercial) and A-1 (Light Agricultural).

4.7.2 NOTICE OF PREPARATION (NOP) COMMENTS

A NOP for the proposed Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to land use and planning were received during the public review period.

4.7.3 REGULATORY FRAMEWORK

The regulatory framework as it applies to the Project is described as follows:

South Coast Air Quality Management District (SCAQMD)

The 2016 Air Quality Management Plan (AQMP) seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP includes the integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS). The Project's consistency with the AQMP is discussed in Section 4.2, *Air Quality* of this EIR.³⁶

Western Riverside County Regional Conservation Authority

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP will allow Riverside County and its Cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts.³⁷ The Project's consistency with the MSHCP is discussed in Section 4.3, *Biological Resources* of this EIR.

Southern California Association of Governments (SCAG)

On September 3, 2020, SCAG adopted the *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* which demonstrates how the region will achieve the GHG emissions reduction targets set by CARB (See Section 4.5 *Greenhouse Gas Emissions*). *Connect SoCal* presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). *Connect SoCal* is not designed to dictate or supersede local actions and policies,

³⁶ <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

³⁷ <https://rctlma.org/Portals/0/mshcp/volume1/sec1.html#1.2.4>

but rather to lay out a path to achieving regional goals set by the Regional Council.³⁸ The Project's consistency with the MSHCP is discussed in Section 4.5, *Greenhouse Gas Emissions* of this EIR.

California Air Resources Board (CARB)

CARB's 2035 Scoping Plan outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "*identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives*" in order to achieve the 2020 goal, and achieve "*the maximum technologically feasible and cost-effective greenhouse gas emission reductions*" by 2020 and maintain and continue reductions beyond 2020³⁹. The Project's consistency with the Scoping Plan is discussed in Section 4.5, *Greenhouse Gas Emissions* of this EIR.

Jurupa Valley General Plan

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

The policies in each of the elements that are relevant to the proposed project are evaluated in Table 4.7-1 *General Plan Consistency Analysis*, which analyzes the Project's consistency with these policies.

4.7.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to land use and planning for those impacts not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on land use and planning if it would:

- ☐ 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.

³⁸ <https://scag.ca.gov/read-plan-adopted-final-plan>.

³⁹ <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan>.

4.7.5 IMPACT ANALYSIS

Threshold 4.7(a). Would the Project:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	■			

City of Jurupa Valley General Plan

General plans and other such policy documents typically contain numerous objectives and policies addressing environmental issues. An analysis of consistency requires the balancing of all relevant policies, many of which overlap and address the same issues. As such, this analysis focuses on the policies that are directly applicable at a “project level” as a result of development of the Project.

Table 4.7-1 evaluates the Project’s potential to 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*.

Table 4.7-1 General Plan Consistency Analysis

Policy	Consistency Analysis
AESTHETICS	
COS 9.1.3 Undergrounding Utilities. Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise.	Consistent: As required by Municipal Code Section 7.50.010, the Project is required to place all existing and new electrical power, telephone or other communication, street lighting, and cable television lines underground.
COS 9.4 View Protection in New Development. The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality.	Consistent: As determined in Section 4.1, <i>Aesthetics</i> of the Initial Study (Appendix A), the Project was determined to result in less than significant impacts associated with views and visual quality.
COS 10.4 Commercial and Industrial Buildings. Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.	Consistent. As required by 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.
LUE 1.1 Compatible Structures. Require that structures be designed and operated in a manner that preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment.	Consistent. The Planning Department has reviewed Project plans and determined the Project is compliant with Municipal Code Section 9.125.040, which identifies the development standards for the C-P-S zone and Municipal Code Section 9.111.040,

Policy	Consistency Analysis
	which identifies the development standards of the Ci/CP zone.
LUE 3.8 Architectural Compatibility. Require commercial development to be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. Architectural styles that reflect the City's small town rural, agricultural history shall be utilized in the design of new commercial developments in or near the Town Centers, consistent with the applicable design guidelines.	Consistent: As discussed in Section 4.1, <i>Aesthetics</i> , the Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. As a result, the Project will enhance and be architecturally compatible with its surroundings
LUE 8.2 High Quality Development. Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.	Consistent: As discussed in Section 4.1, <i>Aesthetics</i> , the Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. As a result, the Project will and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community.
LUE 11.2 Design Standards. Comply with the design standards of the appropriate General Plan and community plan land use category.	Consistent: The Planning Department has reviewed Project plans and determined the Project to be compliant with City design standards.
COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or wanting illumination 3. Produces glare (intense line-of-site contrast) 4. Includes lighting frequencies (colors) that interfere with astronomical viewing.	Consistent: As required by PPP 4.1-3 in Section 4.1 of the Initial Study (Appendix A), 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.
AIR QUALITY	
AQ 3.4 Emissions Mitigation. Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.	Consistent: As analyzed in Section 4.2, <i>Air Quality</i> of this EIR, construction and operations of the Project would generate air quality pollutants, but mitigation is provided to ensure these emissions are minimized to the greatest extent possible.
BIOLOGICAL RESOURCES	
COS 1.1 Habitat Conservation. Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats: 6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.	Consistent: On December 22, 2020, the Regional Conservation Authority approved JPR 20-09-30-finding that the Project is consistent with the habitat conservation requirements of the Western Riverside County Multiple Habitat Conservation Plan with implementation of Mitigation Measures BIO-1 through BIO-4.
COS 2.1 MSHCP Implementation. Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.	Consistent: The Regional Conservation Authority approved Joint Project Review (JPR) No. 20-09-30-01 on December 22, 2020, and concluded that the Project is consistent with both the Criteria and Other

Policy	Consistency Analysis
	Plan requirements with implementation of the Mitigation Measures BIO- 1 through BIO-4.
COS 2.3 Biological Reports. Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat.	Consistent: <i>General Biological Assessment, The Shops at Jurupa Valley, California</i> , Natural Resources Assessment, Inc., which is dated December 1, 2020 and is included as Technical Appendix B to this EIR and <i>Delineation of Wetlands and Other Waters, The Shops at Jurupa, Jurupa Valley APNs 171-020-001 and 171-020-025 Jurupa Valley, California</i> , Natural Resources Assessment, Inc., which is dated December 1, 2020 and is included as Technical Appendix C to this EIR were prepared in fulfillment of this policy.
CULTURAL RESOURCES	
COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.	Consistent: As analyzed in Section 4.3, <i>Cultural Resources</i> of this EIR, with implementation of Mitigation Measures TCR-1 through TCR-6, any significant impacts to cultural resources will be mitigated to a less than significant level.
COS 7.3 Development Review. Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.	Consistent: As analyzed in Section 4.3, <i>Cultural Resources</i> of this EIR, with implementation of Mitigation Measures TCR-1 through TCR-6 in Section 4.9, <i>Tribal Cultural Resources</i> , any significant impacts cultural resources will be mitigated to a less than significant level.
COS 7.7 Qualified archaeologist present. Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.	Consistent: Mitigation Measure TCR-1 in Section 4.9, <i>Tribal Cultural Resources</i> , requires that prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist to address potential impacts to archaeological resources.
COS 7.9 Archaeological Resources Mitigation. Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.	Consistent: Mitigation Measure TCR-2 in Section 4.9, <i>Tribal Cultural Resources</i> requires that prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan.
GREENHOUSE GAS EMISSIONS	
AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	Consistent: As stated in Section 4.5, Greenhouse Gas Emissions of this EIR, the City has determined that the SCAQMD's draft threshold of 3,000 MTCO ₂ e per year is appropriate for commercial land use development projects. The 3,000 MTCO ₂ e threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD

Policy	Consistency Analysis
	Interim GHG Threshold"). This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3.
HAZARDS AND HAZARDOUS MATERIALS	
CSSF 1.34 Stringfellow Remediation Site. Encourage and support state and federal efforts to complete the clean-up of the Stringfellow Remediation Site and related groundwater and soil contamination.	Consistent: As evaluated in Section 4.7, <i>Hazards and Hazardous Materials</i> of this EIR, Mitigation Measure HAZ-1- Abandonment or Relocation of Wells, requires that prior to the issuance of a grading permit, the Project proponent shall provide written verification from the Department of Toxic Substances Control (DTSC) that any existing on-site monitoring wells for the Stringfellow Remediation Site located north of the Project site on site that are to be abandoned or relocated are authorized by the DTSC.
CSSF 1.31 Federal/State Laws. Comply with federal and state laws regarding the management of hazardous waste and materials.	Consistent: As required by PPP 4.6-1 in Section 4.6, <i>Hazards and Hazardous Materials</i> of this EIR, the operator of a business is required by Health and Safety Code Section 25507, a business shall 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 Section 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 Section 25507(a) (1) through (6).
CSSF 1.32 Hazardous Waste Storage/Disposal. Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process. CSSF 1.33 Hazardous Waste Collection	Consistent: As discussed in Section 4.6, <i>Hazards and Hazardous Materials</i> , the Project proposes a 12- pump gas station with a 4,800 square feet single-tunnel automated car wash that handles fuels and detergents/waxes in quantities greater than or equal to 55 gallons of a liquid substance. Compliance with PPP 4.6-1 regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law. In addition, PPP 4.6-2 will ensure that the USTs will be installed properly and be subject to routine inspections.
TRANSPORTATION (VMT)	
ME 3.2 Bicycle- and Pedestrian-Oriented Site Design. Encourage bicycle- and pedestrian-oriented site design in commercial areas.	Consistent: Implementation of the Project includes the development of sidewalks on the northside Mission Boulevard and the eastside of Pyrite Street along the Project site's frontage.
ME 3.9 Pedestrian Facilities. Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except	Consistent: As shown in the Project plans, the sidewalks will be separated from the roadway by a landscaped parkway.

Policy	Consistency Analysis
where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design or other conditions.	
ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	Consistent: The Project includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways.
ME 3.15 Pedestrian Facilities. Provide facilities for the safe movement of pedestrians within new developments, as specified in the General Plan and City Engineering and trail standards.	Consistent: The Project includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways.
ME 3.36 Bicycle Improvements Conditionally Required. Require the construction or rehabilitation of bicycle facilities and/or “bicycle-friendly” improvements as a condition of approving new development, in accordance with Zoning Ordinance standards.	Consistent: Additionally, the Project would include the installation of bicycle parking stalls at each of these proposed buildings in excess of what is required based on building intensity.
ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.	Consistent with Policies ME 8.2 and 8.14. As shown on the site plan, two (2) driveways are proposed on Mission Boulevard and two (2) driveways are proposed on Pyrite Street. All driveways are designed to meet City standards for safe, efficient operation and to minimize traffic conflicts.
ME 8.29 TDM in Development Review. Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare parking, car sharing vehicles, on-site food service and exercise facilities.	Consistent: The Project provides the following features: <ul style="list-style-type: none"> <input type="checkbox"/> Bicycle parking spaces; <input type="checkbox"/> Bus stop improvements; <input type="checkbox"/> Local road improvements; <input type="checkbox"/> Pedestrian and bikeway circulation system connections and off-site extensions which encourage pedestrian and bike usage; <input type="checkbox"/> Site design which promotes parking lot pedestrian routes; <input type="checkbox"/> On-site amenities such as restaurants and automated teller machines, and other services that would eliminate the need for additional trips.
ME 8.51 Bus Turnouts. Encourage development of bus turnouts, bus stop signage and other features to improve traffic flow and safety, and to encourage use of public transit.	Consistent: The site plan is conditioned to provide a bus turnout on Mission Boulevard adjacent to the Project site.

Policy	Consistency Analysis
TRIBAL CULTURAL RESOURCES	
COS 7.5 Native American Consultation. Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with state law.	Consistent: The Planning Department notified and consulted with the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians per AB52 State requirements.
COS 7.8 Native American Monitoring. Include Native American participation in the City’s guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	Consistent: Mitigation Measure TCR-3, prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring.
UTILITIES AND SERVICE SYSTEMS	
Physical impacts to the environment as a result of the installation of water and wastewater, storm drains, electric power, natural gas, and telecommunication facilities are subject to the policies related to Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, and Tribal Cultural Resources described in this Table.	Consistent. As discussed in Section 4.10, <i>Utilities and Service Systems</i> , the installation of utilities and service systems are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures as identified in each section are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified throughout this EIR would not be required.

The Project is consistent with the applicable goals and policies of the City of Jurupa Valley General Plan as demonstrated in Table 4.7-1, *General Plan Consistency Analysis*. The Project is also consistent with the Western Riverside County *Multiple Species Habitat Conservation Plan*. (See Section 4.3 *Biological Resources*).

As discussed in Section 4.1, *Air Quality*, of this EIR, the Project’s long-term operational emissions will exceed the daily regional threshold set by SCAQMD for NO_x because of the amount of vehicle traffic generated by the Project. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck vehicle trips, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant. Accordingly, the Project is determined not to be consistent with the Air Quality Plan and the impact is **cumulatively considerable**. (See discussion under 4.7.6, *Cumulative Impacts*, for further details).

See discussion under Section 4.7.6, *Cumulative Impacts*, for analysis with respect to Southern California Association of Governments’ *Connect SoCal* and California Air Resources Board *Scoping Plan*.

Level of Significance: Significant and Unavoidable.

4.7.6 CUMULATIVE IMPACTS

The cumulative impact area when considering potential cumulative land use and planning issues includes areas that are currently under City jurisdiction, and subject to provisions of The City of Jurupa Valley Plan (General Plan). The analysis presented above also considered the Project in the context of the land use/planning guidance included in the South Coast Air Quality Management District *Air Quality Management Plan*, (see Section 4.2, *Air Quality*), Western Riverside County *Multiple Species Habitat Conservation Plan*. (See Section 4.3 *Biological Resources*), Southern California Association of Governments' *Connect SoCal*. (See Section 4.5 *Greenhouse Gas Emissions*), and California Air Resources Board *Scoping Plan* (see Section 4.5, *Greenhouse Gas Emissions*).

Air Quality Management Plan

As discussed in Section 4.1, *Air Quality*, of this EIR, the Project's long-term operational emissions will exceed the daily regional threshold set by SCAQMD for NO_x because of the amount of vehicle traffic generated by the Project. The Project proposes several design features such as 113 electric vehicle parking stalls, 129 bicycle parking spaces, improved sidewalks for external and internal pedestrian access, and a bus turnout. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_x emissions would be reduced to less than significant levels. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck vehicle trips, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant. Accordingly, the Project is determined not to be consistent with the Air Quality Plan and the impact is **cumulatively considerable**.

CARB Scoping Plan

As discussed in Section 4.5, *Greenhouse Gas Emissions* of this EIR, the Project is consistent with the Scoping Plan because the Project would not pose any explicit conflict with the applicable goals and policies of the Scoping Plan because many of the reduction strategies outlined in the Plan require statewide action by government, industry, or both and are not applicable to the Project. Those reduction strategies that are applicable to the Project that do not require government action, such as improving building energy use, green buildings, water use efficiency, and solid waste reduction through recycling, will be incorporated as part of the Project.

Incorporation of PPP 4.5-1 through 4.5-6 and the design measures and features proposed by the Project would contribute to minimizing GHG emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 MTCO₂e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be **cumulatively considerable**.

Connect SoCal Plan

As discussed in Section 4.5, *Greenhouse Gas Emissions* of this EIR, *Connect SoCal* presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). *Connect SoCal* is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by the Regional Council.

Although the Project implements the applicable strategies identified in *Connect SoCal* such as providing bicycle lanes; developing an infill development site near a bus stop; creating new jobs thus improving City's jobs/housing balance; providing electric vehicle charging stations; and providing internal and external sidewalks thus encouraging pedestrian activity, the Project's vehicle miles traveled and GHG emissions exceed the City's threshold. Therefore the Project's impact is **cumulatively considerable**.

City of Jurupa Valley General Plan

The Project is consistent with the applicable goals and policies of the City of Jurupa Valley General Plan as demonstrated in Table 4.7-1, *General Plan Consistency Analysis*. Other related projects within the cumulative impact area would also be required to comply with Jurupa Valley General Plan requirements for land use and planning discretionary actions and permits. Mitigation would be incorporated if necessary. Therefore, the Project's impact is **less than cumulatively considerable**.

***Level of Significance:* Significant and Unavoidable.**

4.8 TRANSPORTATION

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

4.8.1 ENVIRONMENTAL SETTING

Regional access to the Project site is primarily from SR-60 has east- bound and west -bound ramps at Pyrite Street.

Mission Boulevard is a four-lane roadway with a painted median and no curb, gutter, or sidewalk adjacent to the southern boundary of the Project site. The General Plan designates Mission Boulevard as a Primary Corridor with a 153-foot right-of-way.

Pyrite Street is a two-lane roadway with a painted median with an asphalt curb and no sidewalk adjacent to the eastern boundary of the Project site. The General Plan designates Pyrite Street as a Neighborhood Collector with a 74-foot right-of-way.

The Riverside Transit Agency provides bus service to the Project area via Route 49 that runs along Mission Boulevard. When the project develops, a Class III Bike Route will be installed along the Project frontage at Mission Boulevard.

4.8.2 NOTICE OF PREPARATION (NOP) SCOPING COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review from October 9, 2020 to November 9, 2020. No comments were made during the NOP comment period that pertain to transportation.

4.8.3 REGULATORY FRAMEWORK

Senate Bill 743 and VMT-Based Analyses

Section 15064.3. Determining the Significance of Transportation Impacts (a) Purpose. This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

4.8.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance threshold related to transportation as it applies to the Project. Based on this significance thresholds this Project would have a significant impact for transportation if it would:

- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

4.8.5 IMPACT ANALYSIS

The following analysis is based in part on *The Shops at Jurupa Valley, Traffic Impact Analysis*, TJW Engineering Inc, which is dated January 15, 2021 and is included as Appendix I to this EIR.

Threshold 4.9(a). Would the Project:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			■	

Project Design Features (PDF)

The following apply to the Project and would reduce impacts related to vehicle miles traveled to the maximum extent feasible. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

- PDF 4.8-1 As shown on the Site Plan for SDP No. 20018, or as required as a condition(s) of approval, the Project shall include the following design features: improve the pedestrian network by constructing sidewalks along both Mission Boulevard and Pyrite Street that connect to the existing sidewalks south of and the west side of Pyrite Street; provide on-site bicycle parking; and provide Class II and Class III bicycle along the frontage of the Project site adjacent to Pyrite Street and Mission Boulevard.

Evaluation Criteria and Methodology

On June 4, 2020, the City of Jurupa Valley updated the City's *Transportation Impact Assessment Guidelines* (TIA) to address VMT. The Riverside County Transportation Analysis Model (RIVTAM) has been used in this analysis to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA guidelines. RivTAM is a sub-regional travel demand model based on the

regional travel demand model maintained by Southern California Association of Governments (SCAG).

RIVTAM socioeconomic database for both base (2012) and cumulative (2040) scenarios were updated with the Project socioeconomic data to calculate VMT for plus project conditions. Given the Project is a commercial/retail land use, as per the City's TIA Guidelines, the Project's impact on VMT was assessed by calculating the change in total VMT because commercial/retail projects typically re-route travel from other commercial/retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns.⁴⁰

Based on the City's VMT significance thresholds, the Project would result in a significant project-generated VMT impact if it results in a net increase in total VMT within the City.

VMT Analysis

A VMT analysis was conducted to determine the Project's regional impact to citywide VMT. Per the City's TIA Guidelines, the analysis year (2020) used for determination of CEQA impacts is the year in which the Notice of Preparation was published. (2020). The VMT results for analysis year 2020 are shown below in Table 4.8.1, *Citywide VMT With and Without Project*.

Table 4.8.1. Citywide VMT With and Without Project

2020 VMT Without Project	3,479,404
2020 VMT With Project	3,492,437
Change	+13,033 (0.37%)

Source: Traffic Impact Analysis (Appendix I)

As shown in Table 4.8.1 above, the Project increases the City's overall VMT by less than 1 percent (0.37%) over baseline VMT. Based on the City's threshold, the Project will increase the City's VMT and therefore will result in a significant impact requiring VMT reduction measures.

Various Transportation Demand Management (TDM) strategies have been reviewed and their effectiveness for reducing VMT. Given Jurupa Valley's mix of land uses and the surrounding regional context, the following key strategies provide the best opportunities to reduce VMT as shown in Table 4.8.2, *Measures to Reduce VMT*.

Table 4.8 2. Measures to Reduce VMT

VMT Reduction Measure	Project's Ability to Implement VMT Reduction Measure
Site design, location efficiency, and building operations.	Yes. The site is located at a major intersection on a commercially zoned property within walking distance to residential neighborhoods. In addition, the site is designed to provide an internal pedestrian network that connects to the adjacent off-site pedestrian network.
Increase diversity of land uses - This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize	Neutral. On-site uses consist primarily of retail, commercial and office uses. No residential uses are proposed. Although not a mixed-use project in the

⁴⁰ https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

VMT Reduction Measure	Project's Ability to Implement VMT Reduction Measure
vehicle travel in terms of both the number of trips and the length of those trips.	traditional sense, the Project will increase commercial/retail uses to the nearby residential community thus reducing VMT.
Provide pedestrian network improvements - This strategy focuses on creating a pedestrian network with the project and connecting to nearby destinations	Yes. The site is designed to provide an internal pedestrian network that connects to the adjacent off-site pedestrian network.
Provide traffic calming measures and low-stress bicycle network improvements - Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome.	Neutral. This measure is more applicable to the surrounding roadway network than the on-site traffic system. The Project will provide connection to bike routes, but has no control over the extent of the City's bicycle system.
Implement car-sharing program - This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. F.	Unknown. Dependent on future building tenants. Implementation is unknown at this time.
Increase transit service frequency and speed - This strategy focuses on improving transit service convenience and travel time competitiveness with driving.	No. Direct access to Riverside Transit Agency Route 49 which runs adjacent to Mission Boulevard is available. The Project will install a bus turnout; however, the Project has no control over transit frequency.
New forms of low-cost demand responsive transit service could be provided, such as door-to-door service for passengers. These services typically run by transit agencies and will use a mix of shuttles, taxis or small passenger vehicles to get picked up quickly close to their location, share the trip with others in a multi-passenger vehicle that is configured to adhere to local safety guidelines, and get dropped off either near their destination or at their door.	No. This measure is implemented by transit agencies or other entities.
Encourage telecommuting and alternative work schedules. This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting.	Unknown. Dependent on future building tenants. Implementation is unknown at this time.
Provide ride-sharing programs - This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as the strategy above.	Unknown. Dependent on future building tenants. Implementation is unknown at this time.

As shown in Table 4.8.2 above, although the Project will provide neighborhood commercial and retail uses and services in close proximity to existing residential areas; improve the pedestrian network by constructing sidewalks along both Mission Boulevard and Pyrite Street that connect to the existing sidewalks south of Mission Boulevard via a traffic signal controlled crosswalk at the intersection of Mission Boulevard and Pyrite Street; provide on-site bicycle parking; and

provide Class II and Class III bicycle along the frontage of the Project site adjacent to Pyrite Street and Mission Boulevard, even with implementation of these design features, VMT will still exceed the City's threshold of significance.

Level of Significance: Significant and Unavoidable.

4.9.6 CUMULATIVE ANALYSIS

Pursuant to the *City of Jurupa Valley Draft Traffic Impact Analysis Preparation Guidelines, November 2020*, if a project is consistent with the regional SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS called “Connect SoCal”), then the cumulative impacts shall be considered less than significant. The TIA Guidelines do not define what the criteria is for a consistency determination.

Connect SoCal is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by the Regional Council. *Connect SoCal's* Forecasted Development Pattern identifies areas sufficient to house the region's population, including all economic segments of the population, through 2045. It takes into account net migration into the region, population growth, household formation and employment growth. Moreover, *Connect SoCal* identifies areas within the region sufficient to house near-term and long-term growth and support a diverse economy and workforce. *Connect SoCal* does not dictate or supersede local policies, actions or strategies – applying the Forecasted Development Pattern at the local level is the authority and responsibility of towns, cities and counties. In addition, *Connect SoCal* does have an efficiency-based threshold that is aligned with long-term environmental goals in order to evaluate the Project's impacts against.

Based on Table 4.5.4 *Connect SoCal Consistency Analysis* in Section 4.5-Greenhouse Gas Emissions in this EIR, the Project proposes measures to reduce VMT consistent with *Connect SoCal*. Although the Project can be found to be consistent with *Connect SoCal* in this regard, Project generated VMT will still exceed the City's VMT no net increase in total VMT within the City threshold. Therefore, Project-related VMT impacts would be cumulatively considerable.

Level of Significance: Significant and Unavoidable.

4.9 TRIBAL CULTURAL RESOURCES

This section of the EIR evaluates the potential impacts to sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes.

4.9.1 ENVIRONMENTAL SETTING

According to the General Plan, the Jurupa Valley area lies at the territorial boundaries of two different Tribes, the Gabrieliño Tribe and the Serrano Tribe.⁴¹ “Jurupa” has been known since at least the 1850s as a Native place name of the Serrano people who inhabited a large area including all of the San Bernardino Mountains and associated lowlands.⁴² They have been frequently referred to as “Mountaineers”. The area was also under the control of Mission San Gabriel in Spanish times when Gabrieliño Natives spread out over the region.⁴³ In addition, Mountain Cahuilla people from the villages of Santa Rosa and Cahuilla in the Santa Jacinto Mountains went down to both Jurupa and Riverside. All three tribal groups then appear to have a claim on portions of the land in Jurupa Valley/Riverside. and thus Jurupa Valley was a shared area.⁴⁴

As part of the *Cultural, Tribal, Historic, Paleontological Records Check and Survey* prepared for the Project (Appendix E), a Sacred Lands File record search was requested from the Native American Heritage Commission (NAHC) to serve as a preliminary method to locate Traditional Cultural Properties within the area of potential effect. According to the NAHC, a confidential listing on the Sacred Lands File (SLF) exists near the Project site.⁴⁵

The Project site has been a vacant lot since at least 1994. Current disturbances include foot traffic, off-road driving, and minor trash dumping. The northeastern corner of the Project site lies on a gently sloping spur that descends from the foothills of the Jurupa Mountains. The Project area is bounded on the north by State Route (SR) 60, on the south by Mission Boulevard, on the west by Pyrite Street, and on the east by vacant land, a truck lot, California pepper trees (*Schinus mole*), and a residence.

4.9.2 NOTICE OF PREPARATION COMMENTS

A Notice of Preparation (NOP) for the Project was released for a 30-day public review period commencing on October 9, 2020 and ending on November 9, 2020. No comments related to tribal cultural resources were received during the public comment period.

4.9.3 REGULATORY FRAMEWORK

State Regulations

⁴¹ General Plan p. 4-34.

⁴² Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops At Jurupa Valley p.11 (Appendix E).

⁴³ Ibid.

⁴⁴ Ibid.

⁴⁵ Ibid.

The Native American Historic Resource Protection Act (AB 52) took effect July 1, 2015, and incorporates tribal consultation and analysis of impacts to tribal cultural resources (TCR) into the CEQA process. It requires TCRs to be analyzed like any other CEQA topic and establishes a consultation process for lead agencies and California tribes.

According to the Governor's Office of Planning & Research, *Technical Advisory AB 52 and Tribal Cultural Resources In CEQA, June 2017*, the Public Resources Code states that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Res. Code § 21084.2.) To determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. (Pub. Res. Code § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact.⁴⁶

City of Jurupa Valley General Plan Policies

The specific policies outlined in the City's General Plan Conservation and Open Space Element that are related to tribal cultural resources and that apply to the proposed Project are evaluated in Table 4.7.1, *General Plan Consistency Analysis* in Section 4.7, *Land Use and Planning*, of this EIR.

4.9.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to tribal cultural resources. Based on these significance thresholds, this Project would have a significant impact for tribal cultural resources if it would:

- *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 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.*

⁴⁶ https://www.opr.ca.gov/docs/20200224-AB_52_Technical_Advisory_Feb_2020.pdf.

4.9.5 IMPACT ANALYSIS

The following analysis is based in part on a technical report titled, *Cultural, Tribal, Historic, Paleontological Records Check and Survey of The Shops at Jurupa Valley, California*, SRS INC., which is dated December 29, 2020 and is included as Appendix E to this EIR.

Threshold 4.9.5 (a) 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:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		

Tribal Cultural Resources consist of the following:

- 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.
- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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.

As stated above, 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

In response to the AB52 notice, the following responses were received.

Table 4.9.1. AB52 Tribal Consultation Responses

Tribe	Response
Gabrieleño Band of Mission Indians – Kizh Nation	The Project location is within their Ancestral Tribal Territory and requested consultation with the City to discuss the Project and the surrounding location in further detail.
San Manuel Band of Mission Indians	The proposed project is located just outside of Serrano ancestral territory and, as such, SMBMI does not elect to consult on this project.
Soboba Band Luiseño Indians	Soboba Band of Luiseño Indians is requesting to initiate formal consultation with the City of Jurupa Valley.

Based on the consultations with the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians, it was determined that the Project site may contain tribal cultural resources that could be encountered during ground disturbing activities. The City has a standard mitigation measure that is applied to projects when there is no evidence that surface tribal cultural resources are present on a property, as is the case with the Project site. The Soboba Band Luiseño Indians has agreed with the City's standard mitigation measure. The Gabrieleño Band of Mission Indians – Kizh Nation has requested that the tribe's mitigation measure be imposed on the Project. Therefore, there are mitigation measures for each tribe.

Soboba Band Luiseño Indians Mitigation Measures (MM)

Soboba MM TCR-1: Retain Registered Professional Archaeologist: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist's responsibilities include, but are not limited to performing the tasks that require the need for a qualified archaeologist pursuant to TCR-2 through TCR-6 below.

Soboba MM TCR-2: Cultural Resources Management Plan: Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project

Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP), to address the implementation of the City's Tribal Cultural Resource Mitigation Measures TCR-3 through TCR-6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.

Soboba MM TCR-3: Tribal Monitoring: *Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1). The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.*

Soboba MM TCR-4: Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources: *In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the Project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:*

- 1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the Project archaeologist. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and*
- 2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Department with evidence of same:*
 - a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.*
 - b) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under*

TCR-5. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Informational Center.

- c) Curation. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 (i.e. a facility such as a museum, archeological center, laboratory or storage facility managed by a university, college, museum, other educational or scientific institution, a Federal, State or local Government agency or Indian tribe that can provide professional, systematic and accountable curatorial services on a long-term basis. and therefore would be professionally curated and made available to other archaeologists/researchers for further study). The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.*

Soboba MM TCR-5: Final Reporting: *In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Applicant shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval by the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Applicant shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).*

Soboba MM TCR-6: Discovery of Human Remains: *In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.*

Gabrieleño Band of Mission Indians – Kizh Nation Mitigation Measures (MM)

Gabrieleño MM TCR-1: Tribal Monitoring. *Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the “Tribe” or the “Consulting Tribe”). A copy of the executed*

contract shall be submitted to the City of Jurupa Valley Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).

Level of Significance. With implementation Mitigation Measures Soboba TCR-1 through TCR-6 and Gabrieleño TCR-1, impacts are **less than significant**.

4.9.6 CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site that are located in the northwestern area of Riverside County. These areas have a potential to yield tribal cultural resources that have affiliation with the cultural context of the Project site. As discussed under Threshold 4.9.5 (b), Mitigation Measures Soboba TCR-1 through TCR-6 and Gabrieleño TCR-1 are required. Each future project in the City of Jurupa Valley will be required to evaluate that project's impacts to site-specific tribal cultural resources as part of the CEQA review, including tribal consultation as required by AB 52. Where significant impacts to tribal cultural resources are identified, projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts.

With implementation of Mitigation Measures SobobaTCR-1 through TCR-6 and Gabrieleño TCR-1, the Project's potential contribution to cumulative impacts regarding cultural resources is not

considerable, and the cumulative effects of the Project are determined to be less-than-significant.

Level of Significance. Less than significant.

4.10 UTILITIES AND SERVICE SYSTEMS

This section of the EIR analyzes the physical impacts that the installation of water and wastewater, storm drains, electric power, natural gas, and telecommunication facilities will have on the environment.

4.10.1 ENVIRONMENTAL SETTING

The property has been a vacant lot since at least 1994. The surface cover is composed of barren areas and ruderal (weedy) plant community. The barren condition is represented by mostly bare ground, dirt roads and pads. Current disturbances include foot traffic, off-road driving, and minor trash dumping.

Existing Water Facilities: There is an existing 12-inch-diameter water line in Mission Boulevard and an existing 12-inch-diameter water line in Pyrite Street adjacent to the site.

Existing Sewer: There is an existing 8-inch-diameter sewer line in Mission Boulevard and an existing 8-inch-diameter sewer line on Pyrite Street adjacent to the site.

Existing Storm Drainage Facilities: The Project's unmitigated storm water runoff sheet flows across the property 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.

Existing Natural Gas Facilities: There is an existing 4" gas line in Mission Boulevard. There are existing 4" and 2" gas lines in Pyrite Street.

Existing Electric Facilities: There are existing above-ground electric power lines adjacent to Mission Boulevard and Pyrite Street abutting the Project site.

Existing Telecommunications Facilities: There are fiber internet, cable internet, satellite reception, television, and telephone facilities available from various service providers to serve the Project site in the public right-of-way adjacent to the site or from cell towers located in the vicinity of the Project site⁴⁷

⁴⁷ <https://www.broadbandsearch.net/service/california/jurupa-valley>.

4.10.2 NOTICE OF PREPARATION (NOP) COMMENTS

A Notice of Preparation (NOP) for the proposed Project was released for public review from October 9, 2020 to November 9, 2020. No comments were made during the NOP comment period that pertain to utilities and service systems.

4.10.3 REGULATORY FRAMEWORK

The installation of utilities and service systems are regulated by the various service providers as described below.

Water and Sewer Facilities

The Jurupa Community Services District (JCSD) maintains a *Standards Manual* which contains a set of design standards and specifications for both the water and sewer systems. The *Standards Manual* was developed to ensure that a consistent minimum level of service is maintained in the process of planning, designing, and constructing water and sewer facilities. Developed separately, but for use in conjunction with the Standards Manual, the *Developer's Handbook and Procedures Manual*⁴⁸ presents a detailed description of the procedures and policies to be followed during any Developer-funded project within the District.

Storm Drain Facilities

The open Pyrite Channel will be converted into a 12'x 6' underground reinforced concrete box structure. The Pyrite Channel is managed by the Riverside County Flood Control and Water Conservation District. The improvements are required to be installed in conformance with the requirements of *M.O.U. Standard Specifications* dated March 2020 and *District Standard Drawings*.⁴⁹

For the construction of storm drainage facilities managed by the City of Jurupa Valley, an *Application for Improvement Plan Review* is required before the issuance of a construction permit to ensure compliance with engineering standards, codes, ordinances, policies and procedures.

Natural Gas Facilities

SoCalGas is responsible for planning, designing, and engineering service facilities and extensions using SoCalGas standards for material, design, and construction. Local and state ordinances require that applicants obtain the appropriate permits and final inspections before SoCalGas establishes natural gas service (meter installation and turn-on) to any building or structure. SoCalGas will not establish natural gas service until the natural gas piping has been installed satisfactorily and has been released by the local inspection agency. In addition, SoCalGas' inspection process may include SoCalGas established safety-based requirements not governed by local or state codes that will need to be satisfied and approved prior to natural gas service activation.⁵⁰

⁴⁸ <https://www.jcsd.us/home/showdocument?id=2851>

⁴⁹ <https://rcflood.org/Portals/0/Downloads/GeneralNotesforDeveloperProjects.pdf?ver=2020-05-06-130857-487>

⁵⁰ So Cal Gas, Natural Gas Service Guidebook, <https://www.socalgas.com/documents/construction/GasServiceGuidebook.pdf>

Electric Power Facilities

The installation of electric power facilities is regulated by SCE's Electrical Service Requirements (ESR) document that provides detailed amplifications of certain established rules of SCE pertaining to electrical service connections, together with customers' installations of service wiring and service equipment.⁵¹

Telecommunication Facilities

The installation of telecommunication facilities are subject to Municipal Code Title 13 - Streets and Sidewalks, Chapter 13.10. - Excavations And Encroachments On City Highways. Wireless telecommunication facilities are regulated by Municipal Code Chapter 13.30 - Regulation of Small Wireless Facilities in the Public Rights-Of-Way.⁵²

City General Plan Policies

The specific policies outlined in the City's General Plan that are related to utilities and service systems and that apply to the proposed Project are listed in Table 4.7.1, General Plan Consistency Analysis on page 4.7-3.

4.10.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognize the following significance thresholds related to utilities and service systems for those impacts not screened out for further review in the EIR by the Initial Study. Based on these significance thresholds, this Project would have a significant impact on utilities and service systems if it would:

- *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.*

⁵¹ <https://www1.sce.com/nrc/aboutsce/regulatory/distributionmanuals/esr.pdf>

⁵² https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT13STSI

4.10.5 IMPACT ANALYSIS

Threshold 4.10.5 (a). Would the Project:	Significant and Unavoidable	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		
<i>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.</i>				

Water and Sewer Facilities

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. 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.

No existing water or wastewater lines would be relocated or upsized as part of the Project other than connecting to existing facilities adjacent to the Project site. Installation of water and wastewater lines on the Project Site is considered an inherent component of the Project's construction process.

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.

Electric Power Facilities

The Project will connect to the existing Southern California Edison electrical distribution facilities located within the rights-of-way in Mission Boulevard and Pyrite Street.

Natural Gas Facilities

The Project will connect to the existing Southern California Gas natural gas distribution facilities located in Mission Boulevard and Pyrite Street.

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 construction and operations of utilities and service systems are evaluated in the EIR sections described below:

- Section 4.2, *Air Quality*, analyzes the construction air emissions for all the facilities described above. The analysis demonstrates that construction emissions do not exceed SCAQMD significance thresholds with the implementation of PPP 4.2-1 through PPP 4.2-4 on pages 4.2-12 and 4.2-13. Operational emissions associated with the utilities and service systems do not generate air emissions.
- Section 4.3, *Biological Resources*, analyzes the construction and operational impacts of all the facilities described above. The analysis demonstrates that ground disturbing construction activities has the potential to adversely impact grassland, burrowing owls, and consistency with the MSHCP in the absence of mitigation measures. With implementation of Measures BIO- 1 through BIO-4 described on pages 4.3.-6 to 4.3-12 will reduce impacts to less than significant levels.

With respect to operational impacts, the open Pyrite Channel will be converted into a 12'X 6' reinforced concrete box underground structure as it traverses the Project site. The estimated velocity during a peak storm event within the open channel is 24.2 feet per second. Based on a hydraulic analysis performed, the peak velocity within the reach is 24.3 feet per second within the reinforced concrete box so there is no significant increase in velocity.

In addition, before on-site water flows enter the box structure, the flows will be diverted to underground detention and infiltration systems. Vegetated swales will be placed throughout the Project site to decrease the required treated design capture volume in the downstream systems that ultimately discharges into the Santa Ana River, approximately 4 miles away. These measures will result in flow rates and water volume in the Pyrite Channel similar to existing conditions, and no change in scour at the outlet end of the concrete box is

anticipated. The undergrounding of the concrete channel to a concrete box will not alter the functions and values of off-site downstream riparian habitat.

- Section 4.4, *Cultural Resources*, analyzes the construction and operations of all the facilities described above. The analysis demonstrates that ground disturbing construction activities has the potential to adversely impact archaeological resources in the absence of mitigation measures. The imposition Mitigation Measures CR-1 and CR-2 described on pages 4.5.-5 and 4.5-6 will reduce impacts to less than significant levels.
- Section 4.5, *Greenhouses Gas Emissions* analyzes the greenhouse gas emissions for construction and operation for all the facilities described above. The analysis demonstrates that construction emissions do not exceed SCAQMD significance thresholds for construction activities.. Operational emissions associated with the utilities and service systems do not generate greenhouse gas emissions.
- Section 4.9, *Tribal Cultural Resources*, analyzes the construction and operations of all the facilities described above. The analysis demonstrates that ground disturbing construction activities has the potential to adversely impact tribal cultural resources in the absence of mitigation measures. The imposition Mitigation Measures Gabrieleño TCR-1 and Soboba TCR-1 through TCR-6 described on pages 4.9-4 through 4.9-7 will reduce impacts to less than significant levels.

Conclusion

As discussed above, in instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures described above are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified above are not be required.

***Level of Significance:* Less than significant**

4.10.6 CUMULATIVE IMPACTS

Water and Sewer Infrastructure

The cumulative impact area consists of the service area of Jurupa Community Services District (JCSD). The JCSD service area covers 40.5 square miles of northwest Riverside County and includes the City of Eastvale and a majority of the City of Jurupa Valley. JCSD's service area is demarcated along the northern and western boundaries by the Riverside/San Bernardino County line, beyond which lie parts of the Cities of Chino, Ontario and Fontana. JCSD is bounded to the east by the City of Jurupa Valley. To the east and south of the Santa Ana River are the City of Riverside and its supplier, Riverside Public Utilities Agency (RPU). To the south, JCSD is bounded partially by the City of Norco, the Santa Ana River Water Company service area and generally by the Santa Ana River.

The Project will connect to existing sewer and water lines adjacent to the site. All other projects identified in Section 4.0, *Environmental Analysis*, Table 4.2, *Cumulative Project List* that are located in the JCSD service area, require that water and sewer facilities be installed in accordance with the *District's Development Handbook*.

As discussed on pages 4.10-5 and 4.10-6, the installation of water and sewer lines are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal Cultural Resources* would not be required. Therefore the Project's potential contribution to cumulative impacts regarding water and sewer facilities is not considerable.

Storm Drainage Facilities

The cumulative impact area consists of the Santa Ana Watershed, Chino Basin Watershed Management Area, Santa Ana River Reach 3. The installation of storm drainage facilities by the Project as well as all other projects installing storm drainage facilities identified in Section 4.0, *Environmental Analysis*, Table 4.2, *Cumulative Project List*, will require that the facilities be installed in conformance with the requirements of the Riverside County Flood Control and Water Conservation District and the City of Jurupa Valley to ensure compliance with engineering standards, codes, ordinances, policies and procedures, as well as all applicable state and federal regulations.

As discussed on pages 4.10-5 and 4.10-6, the installation of storm drainage facilities are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal Cultural Resources* would not be required. Therefore the Project's potential contribution to cumulative impacts regarding storm drainage facilities is not considerable.

Natural Gas Facilities

The cumulative impact area consists of the city limits of Jurupa Valley which is located within the Southern System-West of Moreno service area of the SoCal Gas service area.⁵³ The installation of natural gas facilities on the Project site as well as all other projects identified in Section 4.0, *Environmental Analysis*, Table 4.2, *Cumulative Project List*, are required to obtain the appropriate permits and final inspections before SoCalGas establishes natural gas service (meter installation and turn-on) to any building or structure. SoCalGas will not establish natural gas service until the natural gas piping has been installed satisfactorily and has been released by the local inspection agency.

⁵³ https://www2.socalgas.com/regulatory/tariffs/tm2/pdf/Local_Svc_Zones.pdf.

As discussed on pages 4.10-5 and 4.10-6, the installation of natural gas facilities are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal Cultural Resources* would not be required. Therefore the Project's potential contribution to cumulative impacts regarding natural gas facilities is not considerable.

Electric Power Facilities

The cumulative impact area consists of the city limits of Jurupa Valley which is located within the Southern California Edison service area. The installation of electric power facilities on the Project site as well as all other projects identified in Section 4.0, *Environmental Analysis*, Table 4.2, *Cumulative Project List*, are regulated by SCE's *Electrical Service Requirements* (ESR) document that provides detailed amplifications of certain established rules of SCE pertaining to electrical service connections, together with customers' installations of service wiring and service equipment.

As discussed on pages 4.10-5 and 4.10-6, the installation of electric power facilities are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal Cultural Resources* would not be required. Therefore the Project's potential contribution to cumulative impacts regarding electric power facilities is not considerable.

Telecommunication Facilities

The cumulative impact area consists of the city limits of Jurupa Valley which is located within the service area of the various telecommunication services providers. The installation of telecommunication facilities by the Project, as well as all other projects identified in Section 4.0, *Environmental Analysis*, Table 4.2, *Cumulative Project List*, are subject to Municipal Code Chapter 13.10. - *Excavations And Encroachments On City Highways*.⁵⁴ Wireless telecommunication facilities are regulated by Municipal Code Chapter 13.30 - *Regulation of Small Wireless Facilities in the Public Rights-Of-Way*.

As discussed on pages 4.10-5 and 4.10-6, the installation of telecommunication facilities are evaluated throughout this EIR. In instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal*

⁵⁴ https://library.municode.com/ca/jurupa_valley/codes/code_of_ordinances?nodeId=TIT13STSI

Cultural Resources would not be required. Therefore the Project's potential contribution to cumulative impacts regarding telecommunication facilities is not considerable.

Conclusion

As discussed above, in instances where impacts have been identified, Plans, Policies, Programs or Mitigation Measures described above are required to reduce impacts to less-than-significant levels. Accordingly, additional measures beyond those identified in Sections 4.2, *Air Quality*, 4.3, *Biological Resources*, 4.4, *Cultural Resources*, 4.5, *Greenhouse Gas Emissions*, and 4.9, *Tribal Cultural Resources* would not be required. Therefore the Project's potential contribution to cumulative impacts is not considerable.

***Level of Significance:* Less than significant.**

5.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all aspects of a project (including planning, acquisition, development, and operation) be considered when evaluating the project's impact on the environment. Section 15126 also sets forth general content requirements for environmental impact reports (EIRs). This section identifies:

- Significant effects which cannot be avoided if the Project is implemented.
- Significant irreversible environmental changes.
- Growth inducing impacts.

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The following describes the significant and unavoidable impacts that would occur should the Project be implemented and after the application of regulatory requirements from applicable plans, policies, and programs (PPPs) and the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the proposed Project in Subsections 4.1 through 4.10 of this EIR, and further documented in the Project's Mitigation Monitoring Reporting Program (MMRP).

- **Air Quality Significant Direct and Cumulatively Considerable Impact:** The emissions of NO_x from motor vehicle trips generated by the Project would exceed the applicable SCAQMD regional thresholds for operational-source emissions of NO_x and would therefore contribute to the violation of an air quality standard and result in a significant and unavoidable impact as there are no feasible mitigation measures exist that would reduce the Project's NO_x emissions to levels that are less than significant.
- **GHG Emissions Generation Direct and Cumulatively Considerable Impact:** Project-related GHG emissions would exceed the City's significance threshold of 3,000 MTCO₂e per year and would result in a significant and unavoidable impact as there are no feasible mitigation measures that would reduce the Project's GHG emissions to levels that are less than significant.
- **Vehicle Miles Traveled Direct and Cumulatively Considerable Impact:** The Project would increase in vehicle miles traveled (VMT) by 13,033 miles over the City's baseline VMT and would result in a significant and unavoidable impact as there are no feasible mitigations measures to reduce VMT to levels that are less than significant.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines § 15126.2[c]). An environmental change would fall into this category if:

- The Project would involve a large commitment of non-renewable resources.
- The primary and secondary impacts of the project would generally commit future generations to similar uses.
- The Project involves uses in which irreversible damage could result from any potential environmental accidents.
- The proposed consumption of resources is not justified (e.g., the Project results in the wasteful use of energy).

Determining whether the Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project. The consumption of these natural resources would represent an irreversible change to the environment. However, the development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels).⁵⁵ Additionally, the Project is required by law to comply with the California Building Standards Code (CALGreen), which would minimize the Project's demand for energy, including energy produced from non-renewable sources.

Implementation of the Project would commit the Project site to a commercial retail center. As demonstrated in the analysis presented throughout EIR Section 4.0, *Environmental Analysis*, construction, and long-term operation of the Project would be compatible with the existing and planned land uses that surround the Project site and would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with air quality, greenhouse gas emissions, and vehicle miles traveled, these effects would not commit surrounding properties to land uses other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.

⁵⁵ Initial Study Section 4.6, *Energy*. (Appendix A).

The Project's potential to transport or handle hazardous materials which, if released into the environment, is addressed through compliance with federal, State, and local regulations related to hazardous materials and would be required of all contractors working on the property during the Project's construction and of all users that occupy the Project's buildings. As such, construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions

5.3 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines states that an environmental impact report (EIR) should discuss "...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Growth can be induced in a number of ways, including through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through precedent-setting action. CEQA requires a discussion of how a project could increase population, employment, or housing in the areas surrounding a project as well as an analysis of the infrastructure and planning changes that would be necessary to implement the project.

The Project does not propose any housing so it will not directly foster population growth. The Project would result in the creation of up to 416 new long-term jobs. These employees would seek shopping, entertainment, auto maintenance, and other economic opportunities in the surrounding area. This could encourage the creation of new businesses and/or the expansion of existing businesses to address these needs. The Project would create jobs that likely would serve the housing units either already built or planned for development within Riverside County and/or the City of Jurupa Valley because the City has more housing than jobs. Accordingly, the on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Jurupa Valley/Riverside County area.

As described in EIR Section 4.10, *Utilities and Service Systems*, the following utility and service systems are located in the immediate vicinity of the Project site:

- Existing Water Facilities: There is an existing 12-inch-diameter water line in Mission Boulevard and an existing 12-inch-diameter water line in Pyrite Street adjacent to the site.
- Sewer: There is 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.
- Existing Storm Drainage Facilities: 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.

- Existing Natural Gas Facilities: There is an existing 4" gas in Mission Boulevard. There are existing 4" and 2" gas lines in Pyrite Street.
- Existing Electric Facilities: There are existing above ground electric power lines adjacent to Mission Boulevard and Pyrite Street abutting the Project site.
- Existing Telecommunications Facilities: There are fiber internet, cable internet, satellite reception, television, and telephone facilities available from various service providers to serve the Project site.⁵⁶

As noted above, all infrastructure and utilities needed to serve the Project can be accommodated by existing facilities and no infrastructure upgrades are required other than to connect to existing facilities in the immediate vicinity of the Project site. As such, the Project will not result

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, the Municipal Code requires payment of the Development Impact Fee to assist the City in providing for fire protection services.⁵⁷ 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.

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

⁵⁶ <https://www.broadbandsearch.net/service/california/jurupa-valley>.

⁵⁷ City of Jurupa Valley, Municipal Code Chapter 3.75, Development Impact Fee, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

protection services.⁵⁸ 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.

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.

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.⁵⁹

As the Project vicinity is predominantly built-out, the development of the Project is unlikely to affect the existing uses within the surrounding properties. The Project is limited to the Project site's boundaries and does not include any components that would indirectly affect existing or planned uses on neighboring properties. Accordingly, the Project would not induce growth in the Project area.

The Project site is located within a predominantly residential portion of the City of Jurupa Valley and is bordered by residential uses to the south across Mission Boulevard and the west across Pyrite Street. east, south, and southwest. The Project is forecast to generate 416 jobs⁶⁰. Any potential growth-inducing impact of the employment of persons at the Project site was accounted for in the City's General Plan, as the Project would develop the Project site in compliance with the City's General Plan land use designation (Commercial Retail). Accordingly, the proposed Project would not directly promote growth either at the Project site or at the adjacent and surrounding properties that were not accounted for in the City's General Plan.

⁵⁸ City of Jurupa Valley, Municipal Code Chapter 3.75, Development Impact Fee, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

⁵⁹ City of Jurupa Valley, Municipal Code Chapter 3.75, Development Impact Fee, June 10, 2020. Available at: <https://www.jurupavalley.org/168/Municipal-Code>

⁶⁰ General Plan Draft EIR, Table 3-C (1 employee per 600 sf).

6. ALTERNATIVES

6.1 INTRODUCTION

An EIR must identify ways to mitigate or avoid the significant effects that a proposed project may have on the environment. In compliance with CEQA Guidelines Section 15126.6(a), the EIR must describe, *“A range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.”* The EIR does not need to consider every conceivable alternative; rather, it must consider a reasonable range of potentially feasible alternatives to the project or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if *“these alternatives would impede to some degree the attainment of the project objectives, or would be more costly”* [CEQA Guidelines Section 15126.6(b)].

The discussion of project alternatives must, *“include sufficient information about each (to) allow meaningful evaluation, analysis, and comparison with the proposed project.”* An EIR must also evaluate a “No Project” alternative in order to allow decision-makers to compare the effect of approving the project to the effect of not approving the project. The City, acting as the CEQA Lead Agency, is responsible for selecting a range of alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.

The range of alternatives addressed in an EIR is governed by a “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR needs to examine in detail only those that the Lead Agency determines could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. Per State CEQA Guidelines Section 15364, “feasible” has been defined as *“capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, legal, social, and technological factors.”*

6.2 PROJECT OBJECTIVES

One factor that must be considered in the evaluation of alternatives is the ability of a specific alternative to attain most of the basic objectives of a project (CCR Section 15126.6[a]). The Project’s basic objectives are:

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized site in an area of the City with predominantly residential and commercial uses with a commercial retail center. The following is a list of specific objectives that the proposed Project is intended to achieve:

- Develop a commercial retail center within the SR 60 Freeway Commercial Opportunity Area (OA-1) that implements the General Plan policy to encourage land use actions for
- designated Opportunity Areas that attract economically and environmentally sustainable development.
- Develop a commercial retail center that attracts new businesses to the City of Jurupa Valley in proximity to residences thereby providing a more equal jobs-housing balance in the Inland Empire region that will reduce the need for members of the local workforce to commute outside the area for employment.
- Encourage pedestrian activity by providing residents, employees, and visitors with commercial uses within walking distance of residential neighborhoods and public transit.
- Develop a vacant commercial property in close proximity to SR-60 that is readily accessible to existing and available infrastructure, including roads and utilities.

6.3 SUMMARY OF THE PROJECT'S SIGNIFICANT ENVIRONMENTAL IMPACTS

As discussed in Section 4.0, *Environmental Analysis*, of this EIR, the Project would result in significant and unavoidable environmental effects that cannot be mitigated to below levels of significance after the implementation of mandatory regulatory requirements and feasible mitigation measures. The significant and unavoidable impacts are as follows:

- **Air Quality Significant Direct and Cumulatively Considerable Impact:** As shown in Table 4.2-6, long-term operational emissions will exceed the daily regional threshold set by SCAQMD for NO_x because of the amount of vehicle traffic generated by the Project. The Project proposes several design features such as 113 electric vehicle parking stalls, 129 bicycle parking spaces, improved sidewalks for external and internal pedestrian access, and a bus turnout. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_x emissions would be reduced to less than significant levels. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck vehicle trips, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant.
- **GHG Emissions Generation Direct and Cumulatively Considerable Impact:** Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the Project has no potential to result in a direct impact to climate change; rather, Project-related contributions to climate, if any, only have potential significance on a cumulative basis. Therefore, Project-specific impacts result in contribution to cumulative GHG impacts. As discussed previously, the Project w

- Utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen standards.
- Utilize water-efficient irrigation systems.
- Implement recycling programs that reduces waste to landfills by a minimum of 75 percent.
- Restrict architectural coatings to 50 grams per liter VOC content for buildings and 100 grams per liter VOC content for parking lot striping per SCAQMD Rule 1113.
- Utilize EnergyStar appliances.
- Provide 113 electric vehicle parking stalls.
- Provide 129 bicycle parking spaces.
- Improve sidewalks for external and internal pedestrian access.
- Provide a bus turnout,.

Even with implementation of these measures, the Project would still result in net annual emissions of 9,568 MTCO₂e/yr that exceed the GHG emissions significance threshold of 3,000 MTCO₂e/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

Vehicle Miles Traveled Direct and Cumulatively Considerable Impact: The Project would increase vehicle miles traveled (VMT) by 13,033 miles over the City's baseline VMT. Although the Project will implement measures to reduce VMT, such as providing 113 electric vehicle parking stalls; providing 129 bicycle parking spaces; improving sidewalks for external and internal pedestrian access; and providing a bus turnout, the Project would still result in a significant and unavoidable impact as there are no feasible mitigation measures to reduce VMT to levels that are less than significant.

6.4 ALTERNATIVES CONSIDERED BUT NOT ANALYZED FURTHER

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental

impacts. With respect to the feasibility of potential alternatives to the Project, CEQA Guidelines §15126.6(f) (1) notes:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...”

Alternative Site

The City considered but rejected an alternative that would develop the proposed Project on an alternative site. In making the decision to include or exclude analysis of an alternative site, the *“key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR”* (CEQA Guidelines §15126.6[f][2]).

The Project proposes to develop an approximately 33-acre site within the City with a commercial retail center totaling 250,000 square feet of building area. It is unlikely that the Project’s significant and unavoidable impact under the topics of air quality (operational NO_x emissions), GHG emissions, and vehicle miles traveled (VMT) would be avoided or substantially reduced by placing the Project in another location because they are caused by the operational characteristics of the Project and are not site-specific in nature.

In addition, there are no sites within the vicinity of the Project site that are a similar size as the Project site within close proximity to the key freeway infrastructure (i.e. SR-60) and that could reasonably be controlled by the Project Applicant for the purpose of developing the Project. Furthermore, the Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the Project. Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot reasonably obtain ownership control over, any other parcels of land in the jurisdiction of the City that could accommodate the Project, an alternative location alternative is not feasible. Accordingly, the City is not obligated under CEQA to perform a detailed analysis of alternative sites in this EIR.

6.5 ALTERNATIVES CONSIDERED BUT REJECTED

As provided for at CEQA Guidelines 15126.6(c), alternatives that were considered by the City but were rejected as infeasible are also identified. These included:

- No Threshold Exceedance Alternative for Significant Transportation Impacts.

- No Threshold Exceedance Alternative for Significant Air Quality Impacts.
- No Threshold Exceedance Alternative for Significant GHG Impacts.

Each of these Alternatives are discussed below.

No Threshold Exceedance Alternative for Significant VMT Impacts

The City's VMT threshold as it applies to the Project is no net increase in total VMT within the City⁶¹. Per the *City's Traffic Impact Guidelines*, the total VMT for analysis purposes is 2020, which is the year in which the Notice of Preparation was published. The City's total VMT for 2020 was 3,479,404. The Project is forecast to generate 13,033 VMT above the 2020 VMT.⁶² As such, the Project increases the City's overall VMT by less than 1 percent (0.37%) over baseline VMT. Based on the City's threshold, the Project will increase the City's VMT and therefore will result in a significant impact.

Reduction in VMT impacts potentially could be reduced by reducing the Project's building square footage or as a result of increased use of transit, pedestrian activity, and bike lanes on a citywide basis. Because the Project's VMT is a function of the building square footage and type of uses, reduction of the Project's building square footage to an amount greater than or equal to 25% (as discussed under the Reduced Development Alternative) would be required in order to significantly decrease VMT to less than significant levels. For the same reasons stated in Section 6.6, *Analysis of Alternatives*, this Alternative was rejected.

No Threshold Exceedance Alternative for Significant Air Quality Impacts

In order to reduce NOx emissions from traffic generated by the Project to levels that would preclude exceedance of SCAQMD thresholds, building square footage would have to be reduced by approximately 40%⁶³. This would result in reducing the building square footage from 250,000 square feet to 150,000 square feet. Based on discussions with the Applicant, to reduce building square footage by this amount will result in the loss of the entire gas station, 2-3 fast food restaurants, and possibly 90% of all the retail buildings.⁶⁴ At such a reduction in scope, the Project Objective of developing an economically sustainable project would likely be compromised because the critical mass needed to sustain an anchor tenant and satellite stores would not generate enough revenue to make the Project economically viable. As such, potential alternatives with the specific goal of avoiding significant NOx operational-source air quality impacts resulting from the Project were rejected from consideration, and are not further considered in this EIR.

⁶¹ City of Jurupa Valley Traffic Impact Analysis Guidelines p. 19.

⁶² Traffic Impact Analysis, p.41 (Appendix P).

⁶³ Personal communication with Mike Dickerson, MD Acoustics, LLC, January 26, 2021.

⁶⁴ Personal communication with Wes Fifield Panorama Development, LLC, January 26, 2021.

No Threshold Exceedance Alternative for Significant Greenhouse Gas Emission Impacts

The Project is forecast to generate 9,568 MTCO₂e/year. In order to reduce GHG emissions to below the City's 3,000 MTCO₂e/year threshold, emissions would have to be reduced by 6,568 MTCO₂e/year (31 %). Because the majority (approximately 79%) of the Project GHG emissions would be generated by Project vehicular sources⁶⁵, building square footage would have to be reduced by approximately 40%. Based on discussions with the Applicant, to reduce building square footage by this amount will result in the loss of the entire gas station, 2-3 fast food restaurants, and possibly 90% of all the retail buildings.⁶⁶ At such a reduction in scope, the Project Objective of developing an economically sustainable project would likely be compromised because the critical mass needed to sustain an anchor tenant and satellite stores would not be enough revenue sufficient revenue to make the Project economically viable. As such, potential alternatives with the specific goal of avoiding significant GHG impacts resulting from the Project were rejected from consideration, and are not further considered in this EIR.

6.6 ALTERNATIVES UNDER CONSIDERATION

Section 15126 of the State CEQA Guidelines requires an EIR to also identify and discuss a No Project Alternative. In addition, the General Plan land use designation for the Project site is Commercial Retail (CR). The Commercial Retail land use designation allows for the development of a broad range of retail commercial and services, including professional office and visitor-serving commercial uses. As such, considering an alternative with non-commercial retail land uses in order to reduce impacts caused by vehicle traffic would not be consistent with City's General Plan vision for the Project site.

For the reasons stated above, the following two alternatives have been determined to represent a reasonable range of alternatives that have the potential to feasibly attain most of the basic objectives of the Project but that may avoid or substantially lessen any of the significant impacts of the Project.

No Development Alternative

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services. This Alternative considers no development/disturbance on the Project site beyond that which occurs under existing conditions. As such, the approximately 33-acre Project site would continue to consist of vacant land. Under this Alternative, no improvements would be made to the Project site and none of the Project's roadway, drainage, utility, and other infrastructure improvements would occur. This Alternative was selected by the City to compare

⁶⁵ Table 16, Air Quality and Greenhouse Gas Impact Study (Appendix B).

⁶⁶ Personal communication with Wes Fifield Panorama Development, LLC, January 26, 2021.

the environmental effects of the Project with an alternative that would leave the Project site in its existing condition.

Reduced Development Alternative

The Reduced Development Alternative would reduce the amount of vehicle traffic generated by the Project and thus reduce the Project's VMT impacts, air quality impacts, and GHG emissions impacts. For purposes of the EIR Alternatives Analysis, the Reduced Intensity Alternative would implement the Project's uses at an approximately 25 percent reduction but the mix of land uses proposed by the Project would be proportionally maintained under the Reduced Intensity Alternative. When compared to the approximately 250,000 square feet of commercial and retail uses proposed by the Project, the Reduced Intensity Alternative would realize approximately 187,000 square feet of commercial and retail development. This alternative could potentially lessen, but not reduce to a level of insignificance, significant and unavoidable impacts for the Project related to NOx operational emissions, GHG emissions and VMT.

6.7 ANALYSIS OF ALTERNATIVES

In accordance with CEQA Guidelines section 15126.6(a), this subsection examines a reasonable range of alternatives to the Project. This section of the CEQA Guidelines sets forth three general criteria pertaining to analysis of alternatives:

- ☐ The alternative would be potentially feasible.
- ☐ The alternative would feasibly attain most of the project's basic objectives; and
- ☐ The alternative would avoid or substantially lessen one or more of the significant environmental impacts of the proposed project.

The following discussion compares the impacts of each Alternative considered by the City with the significant impacts of the Project. A conclusion is provided for each impact as to whether the alternative results in one of the following:

- (1) Reduction or elimination of the Project's impact;
- (2) Greater impact(s) than would occur under the Project;
- (3) Same impact as the Project; or
- (4) New impact in addition to the Project's impacts.

No Project/No Development Alternative

Aesthetics

Under the “No Development” Alternative, no new development would occur and existing conditions would remain. Therefore, the site will continue to be disturbed by foot traffic, off-road driving, and minor trash dumping. The Project is master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. In the absence of these improvements, this Alternative would result in **greater** impacts when compared to the Project.

Air Quality

Under this Alternative existing air quality conditions would be maintained. This Alternative would realize no new development and would generate no additional air pollutant emissions. This Alternative would result in **less** air quality impacts when compared to the Project.

Biological Resources

Under this Alternative, existing biological resources conditions would be maintained and there would be no conflict with the Western Riverside County MSHCP and no biological resources impact mitigation would be implemented under this Alternative for burrowing owl, nesting birds, or consistency with the MSHCP. This Alternative would result in **less** biological resources impacts when compared to the Project.

Cultural Resources

Under this Alternative, existing cultural resources conditions would be maintained. The areas on the site that have a potential to yield subsurface cultural resources would remain undisturbed. As discussed in Section 4.4, *Cultural Resources*, there are no above-ground historical resources located on the Project site, except for physical components of a historic-period water distribution system dating to the formation of Riverside County, which is not considered significant under CEQA.

This Alternative would realize no new development and would result in no new or additional cultural resources impacts. This Alternative would result in **less** cultural resources impact when compared to the Project.

Greenhouse Gas Emissions

Under this Alternative, existing GHG emissions conditions would be maintained. This Alternative would realize no new development and would generate no additional GHG emissions. This Alternative would result in **less** GHG emissions impacts when compared to the Project.

Hazards and Hazardous Materials

Under this Alternative, existing hazards/hazardous materials conditions would be maintained. This Alternative would not require the monitoring wells for the Stringfellow Acid Pit site to be removed or relocated. Because this Alternative would realize no new development and would generate no additional hazardous materials impacts, potential existing adverse conditions from the use of pesticide from prior agricultural uses will remain. This Alternative may therefore result in **greater** hazardous materials conditions impacts when compared to the Project.

Land Use and Planning

Under this Alternative, existing land use/planning conditions would be maintained. This Alternative would realize no new development and would require no land use or planning discretionary actions or permits. In this respect, land uses and planning impacts would be **less** when compared to the Project. However, this Alternative would not support the City's long-range vision for the subject site, under which the site would be developed with commercial and retail uses.

Transportation (Vehicle Miles Traveled)

This Alternative would maintain existing VMT conditions. Because no development would occur under this Alternative, no pedestrian facilities would be installed on Mission Boulevard or Pyrite Street. This Alternative would result in **less** impacts when compared to the Project.

Tribal Cultural Resources

Both the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians believe that the Project site may contain tribal cultural resources. Under this Alternative, existing tribal cultural resources conditions would be maintained. This Alternative would result in **less** impacts to tribal cultural resources when compared to the Project.

Utilities and Service Systems

Under this Alternative, existing utilities and service systems conditions would be maintained. This Alternative would realize no new development and would result in no new or additional utilities and service systems impacts. This Alternative would result in **less** impacts to utilities and service systems when compared to the Project.

Reduced Development Alternative

When compared to the approximately 250,000 square feet of commercial and retail uses proposed by the Project, the Reduced Intensity Alternative would realize approximately 187,000 square feet of commercial and retail development.

Aesthetics

Both the Project and this Alternative would have short-term visual impacts associated with grading and construction activities. Although this Alternative would result in 25% less development, construction-related impacts to visual character and quality would be only nominally reduced, if not similar, to the Project.

Operations under this Alternative would not necessarily alter the long-term visual character of the Project site and its surroundings as compared to the Project since street improvements, access driveways, parking areas, landscaped areas, and signage would still be required. Overall, aesthetic impacts under this alternative would be **similar** compared to the Project.

Air Quality

NOx emissions would be primarily created from motor vehicles (including trucks and passenger vehicles) that will be operated by future patrons and employees of the Project. As noted previously under the discussion for the *No Threshold Exceedance Alternative for Significant Air Quality Impacts* on page 6-5, a 40% reduction in building square footage is necessary to reduce impacts to less than significant. Thus, a 25% reduction proposed by this Alternative will still result in a significant and unavoidable air quality impact for NOx emissions. Based on discussions with the Applicant, to reduce building square footage by 25% will result in the loss of the entire gas station, 2-3 fast food restaurants, and possibly 90% of all the retail buildings.⁶⁷ Overall, impacts would be **less** than compared to the Project.

Biological Resources

Although overall building square footage is reduced by 25% as compared to the Project, the area of ground disturbance is not likely to change significantly as it pertains to biological resources because of mass grading and the installation of utilities and service systems, storm drain facilities, and various site improvements such as parking areas and landscaping that will occur over much, if not all, of the site. Overall, biological resource impacts under this alternative would be **similar** compared to the Project.

Cultural Resources

Although overall building square footage is reduced by 25% as compared to the Project, the area of ground disturbance is not likely to change significantly as it pertains to cultural resources because of mass grading and the installation of utilities and service systems, storm drain facilities, and various site improvements such as parking areas and landscaping will occur over much, if not all, of the site. Overall, cultural resource impacts under this alternative would be **similar** compared to the Project.

⁶⁷ Personal communication with Wes Fifield Panorama Development, LLC, January 26, 2021.

Greenhouse Gas Emissions

The Project is forecast to generate 9,568 MTCO₂e/year. In order to reduce GHG emissions to below the City's 3,000 MTCO₂e/year threshold, emissions would have to be reduced by 6,568 MTCO₂e/year (31%). Because the majority (approximately 79%) of the Project GHG emissions would be generated by Project vehicular sources⁶⁸, building square footage would have to be reduced by approximately 40%. Based on discussions with the Applicant, to reduce building square footage by 25% will result in the loss of the entire gas station, 2-3 fast food restaurants, and possibly 90% of all the retail buildings.⁶⁹ Overall, greenhouse gas emission impacts under this Alternative would be **less** compared to the Project, but will remain significant and unavoidable.

Hazards and Hazardous Materials

Although overall building square footage is reduced by 25% as compared to the Project, the area of ground disturbance is not likely to change significantly as it pertains to the potential presence of hazardous materials related to the use of pesticides during prior agricultural use because of mass grading and the installation of utilities and service systems, storm drain facilities, and various site improvements such as parking areas and landscaping would occur over much, if not all, of the site. Under this Alternative, the removal or relocation of the monitoring wells associated with the Stringfellow Acid Pits may not be required. Overall, hazardous material impacts under this alternative would be **similar** compared to the Project.

Land Use and Planning

Although this Alternative would develop 25% percent fewer square feet of commercial and retail uses on the Project site, this alternative would also involve the same entitlements as the Project and would not conflict with applicable land use plans, policies, and regulations. As a result, this Alternative would involve **similar** land use and planning impacts as the Project.

Transportation (Vehicle Miles Traveled)

This Alternative would result in a 25% reduction in building square footage which decreases VMT to 9,748 as compared to 13,033 VMT. Although VMT would be decreased, the Project would still result in a significant and unavoidable impact because there still is a net gain in VMT. VMT reduction measures implemented under the Reduced Development Alternative such as locating commercial development close to residential neighborhoods and enhanced pedestrian and bicycle access would reduce VMT impacts to the extent feasible. Overall, impacts would be **less** than compared to the Project.

⁶⁸ Table 16, Air Quality and Greenhouse Gas Impact Study (Appendix B).

⁶⁹ Personal communication with Wes Fifield Panorama Development, LLC, January 26, 2021.

Tribal Cultural Resources

Although overall building square footage is reduced by 25% as compared to the Project, the area of ground disturbance is not likely to change significantly as it pertains to tribal cultural resources because of mass grading and the installation of utilities and service systems, storm drain facilities, and various site improvements such as parking areas and landscaping will occur over much, if not all, of the site. Overall, tribal cultural resource impacts under this Alternative would be **similar** compared to the Project.

Utilities and Service Systems

Although overall building square footage is reduced by 25% as compared to the Project, the area of ground disturbance is not likely to change significantly as it pertains to the installation of utilities and service systems because of mass grading and the installation of utilities and service systems, storm drain facilities, and various site improvements such as parking areas and landscaping would occur over much, if not all, of the site. Under this Alternative, the removal or relocation of the monitoring wells associated with the Stringfellow Acid Pits may not be required. Overall, utility and service system impacts under this Alternative would be **similar** compared to the Project.

6.8 COMPARISON OF ENVIRONMENTAL IMPACTS

Table 6.1, *Comparison of Environmental Impacts* compares the impacts of the Alternatives to the impacts of the Project.

Table 6.1. Comparison of Environmental Impacts

Environmental Impact	Project	No Project/No Development Alternative	Reduced Development Alternative
Aesthetics	LTS	Greater	Similar
Air Quality	SU	Less	Less
Biological Resources	LTS/M	Less	Similar
Cultural Resources	LTS/M	Less	Similar
Greenhouse Gas Emissions	SU	Less	Less
Hazards and Hazardous Materials	LTS/M	Similar	Similar
Land Use and Planning	SU	Less	Similar
Transportation	SU	Less	Less
Utilities and Service Systems	LTS/M	Less	Similar

Notes: LTS = less than significant LTS/M = less than significant with mitigation S/U = significant and unavoidable
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6.9 Environmentally Superior Alternative

Because the No Project/No Development Alternative would result in lower impacts resulting from construction and operation of the Project, it is the environmentally superior alternative. When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative from among the other alternatives evaluated.

As shown in Table 6-2, the Reduced Development Alternative would be environmentally superior to the Project. Under this Alternative, impacts related to NOx emissions, greenhouse gas emissions, and VMT will be less but remain significant and unavoidable.

7. REFERENCES

PERSONS AND ORGANIZATIONS CONSULTED

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