

**CITY OF JURUPA VALLEY  
2017 GENERAL PLAN  
FINAL ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE NO. 2016021025**

**CITY OF JURUPA VALLEY  
RIVERSIDE COUNTY, CALIFORNIA**



City of Jurupa Valley

**LSA**

1<sup>st</sup> Draft for Planning Commission  
April 17, 2017

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**CITY OF JURUPA VALLEY  
2017 GENERAL PLAN  
DRAFT ENVIRONMENTAL IMPACT REPORT  
STATE CLEARINGHOUSE NO. 2016021025**

**CITY OF JURUPA VALLEY  
RIVERSIDE COUNTY, CALIFORNIA**

Prepared for:

City of Jurupa Valley  
Planning Department  
8930 Limonite Avenue  
Jurupa Valley, California 92509  
Contact: Mary Wright, Project Manager  
(951) 332-6464

Prepared by:

LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507  
Contact: Kent Norton, Associate  
(951) 781-9310



1<sup>st</sup> Draft for Planning Commission  
April 17, 2017

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## **APPENDICES**

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## **1. INTRODUCTION**

The Final Programmatic Environmental Impact Report (FEIR) for the proposed 2017 General Plan for the City of Jurupa Valley (“Proposed Plan” or “Plan”) is composed of the following documents:

- Draft EIR State Clearinghouse No. 2016021025 and Appendices dated February 14, 2017;
- Final EIR and Response to Comments EIR including modifications or errata to the DEIR;
- Mitigation Monitoring and Reporting Program (MMRP); and
- Findings, Statement of Overriding Considerations, Staff Reports, and Resolutions.

The purpose of this document is to respond to all comments received by the City of Jurupa Valley (City) regarding the environmental information and analyses contained in the Draft EIR. Additionally, any corrections to the text and figures of the Draft EIR, generated either from responses to comments or independently by the City, are stated in this volume of the Final EIR. The Draft EIR text has not been modified to reflect these clarifications.

### **1.1 CONTENT AND FORMAT**

Subsequent to this introductory section, Section 2.0 contains copies of each comment letter received on the Draft EIR, along with annotated responses to each comment contained within the letters. Section 3.0 of this document contains corrections and errata to the Draft EIR. Section 4.0 contains the MMRP.

### **1.2 PUBLIC REVIEW OF THE DRAFT EIR**

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a Notice of Completion (NOC) of the Draft Programmatic EIR State Clearinghouse No. 2016021025 for the 2017 General Plan for the City of Jurupa Valley was filed with the State Clearinghouse on February 17, 2017 and the Notice of Availability (NOA) of the Draft EIR was filed with the Riverside County Clerk at the same time. The Draft EIR was circulated for public review for a period of 45 days, from February 17, 2017 to April 3, 2017. Copies of the Draft EIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the Draft EIR were also made available for public review at the City Planning Department, at two area libraries, and on the internet.

A total of eleven (11) comment letters were received commenting on the DEIR. Nine (9) of the comment letters received were from federal, State, regional, or local agencies, one letter was received from a conservation group, and one letter was received from a private organization/individual. All letters have been responded to within this document. In particular, comments that address environmental issues are responded to in Section 2.0.

### **1.3 POINT OF CONTACT**

The Lead Agency for this Project is the City of Jurupa. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

**Mary Wright, Project Manager**  
City of Jurupa Valley, Planning Department  
8930 Limonite Avenue  
Jurupa Valley, California 91776  
Phone: (951) 332-6464  
Email: [mwright@jurupavalley.org](mailto:mwright@jurupavalley.org)

## 1.4 PROJECT SUMMARY

The following information is summarized from the “General Plan Components” description in the Draft EIR. For additional detail in regard to Plan characteristics, along with analyses of the Plan’s potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

### 1.4.1 Location

The City of Jurupa Valley is located in western Riverside County, and the Proposed Plan area constitutes the boundaries of the City of Jurupa Valley. The City is adjacent to the cities of Eastvale on the west, Norco and Riverside on the south and east, and Ontario and Fontana in the County of San Bernardino on the north and east, and the City of Colton on the northeast. The western portion of Jurupa Valley is primarily flat, with gentle rolling foothills scattered throughout the Glen Avon and Mira Loma areas. North of SR 60 lies the dramatic sloping terrain of the Jurupa Mountains, that provide a natural backdrop for the communities of Sunnyslope and Belltown. The Pedley Hills provide a picturesque setting for the community of Pedley as well as a pleasing backdrop for communities adjacent to the hills. The Santa Ana River, with its attendant riparian habitat, provides a natural contrast along the southern boundary of Jurupa Valley. Over the years, the Jurupa Valley has consisted of many unincorporated communities.

### 1.4.2 General Plan Components

The City’s 2017 General Plan is consistent with and derives its authority from California State law. Once adopted, it becomes the basis for land use and other important municipal decisions; however, the Plan itself is not a regulation. The General Plan is implemented through Zoning Regulations, adopted standards and other City laws. As required by State law, capital improvement programs, zoning regulations and related land use policies must be consistent with the General Plan.

The *Land Use Element* represents a generalized “blueprint” for the future of the City and is the core of the General Plan. It sets forth a pattern for the use, development, and preservation of land within the City’s planning area. The pattern is based on Community needs and preferences and describes the expected level of population growth resulting from housing construction anticipated by the plan. It also shows the type, location, and intensity of new commercial and industrial uses to meet the City’s economic sustainability needs. The General Plan consists of the seven mandatory elements, including the Land Use Element, plus three optional elements. The following elements relate to the Land Use Element as described below.

- 1) The *Mobility Element* recognizes implications of land use policy on all modes of movement and establishes policies, standards, and implementation measures that work with the Land Use Element update and address both existing and potential circulation opportunities and deficiencies.
- 2) The *Housing Element* goals, policies, and programs reflect the land use policies as they relate to residential development.
- 3) The *Noise Element* contains policies that protect residents and land uses from noise and vibration impacts while allowing development and a mix of compatible land uses.
- 4) The *Community Safety, Services and Facilities Element* identifies hazards that influence the locations and types of proposed land uses and describes the services and facilities necessary to serve those land uses. In addition, the Land Use and Safety Elements share several safety topics. For example, the Land Use Element includes airport safety policies and programs that relate to compatible land use and design.
- 5) The *Conservation and Open Space Element* contains policies and programs to protect natural resources and open spaces, including natural habitat areas, environmentally sensitive areas, watersheds, recreation areas, agricultural land, and other open space amenities. The

Land Use Element works with this element and incorporates concepts such as clustering and buffering open space areas in order to enhance their protection.

- 6) The *Air Quality Element* contains policies and programs that address land use, design, and transportation measures intended to help maintain healthy air quality in Jurupa Valley. The pattern of land use and communities' transportation systems can help reduce motor vehicle emissions and have positive, healthy effects on residents and visitors' quality of life.
- 7) The *Environmental Justice Element* contains policies and programs that seek to ensure that all members of the Community have meaningful input into the decision-making process. In addition, the Element protects low-income persons and communities from land use actions that adversely affect the health, safety, and welfare of these groups.
- 8) The *Economic Sustainability Element* contains policies and programs that focus on the City's financial health to achieve other key Community goals and to provide essential services. Economic-sustainability strategies typically involve land-use and transportation decisions, and are guided by long-term consideration of City assets, opportunities, needs, and costs.
- 9) The *Healthy Communities Element* includes policies and programs to support the overall health of Jurupa Valley's residents. It focuses on providing healthy choices for food, recreation, and health care, and seeks to improve everyone's access to information on healthy living.

### 1.4.3 Plan Objectives

A clear statement of project objectives allows for the analysis of reasonable alternatives to the proposed project once significant impacts of the project have been identified. The City has outlined the following objectives for the proposed project relative to the CEQA process and the analysis of alternatives in the Draft EIR (Section 6.0) are outlined below.

The purpose of the proposed 2017 General Plan is to provide a framework for growth and change (e.g., new residential and non-residential development). General plans are necessarily considered at a program level under CEQA, which means its objectives, as outlined in its goals, policies, and programs, are more broad than objectives for typical private development projects or even public works projects. The Community Values Statement of the 2017 General Plan states its "guiding values" (considered to be "objectives" under CEQA) are to:

1. **Small-Town Feel.** Maintain Jurupa Valley's small-town feel, where neighbors know neighbors and merchants, the built environment reflects and is compatible with the area's character, and where residents can grow gardens, raise and keep livestock, and choose from diverse lifestyles in a semi-rural town setting.
2. **Community of Communities.** Jurupa Valley consists of many distinctive communities and neighborhoods in a valley surrounded by stunning natural scenery and views. As a "community of communities", we will preserve and enhance those positive qualities that make our communities unique, enhance our "gateways" to welcome residents and visitors and embrace a unifying community theme and spirit. Our ability to offer the choice of a semi-rural, equestrian lifestyle is an essential part of who we are as a community and of our quality of life.
3. **Open Space and Visual Quality.** We value and protect the Santa Ana River and river plain, ridgelines, and hillsides for their exceptional value for recreation, watershed, wildlife habitat, environmental health, and as scenic backdrops for the City. As part of our values, we support prevention and removal of visual blight, protection of public vistas, and community awareness and beautification activities. Jurupa Valley's special places will be protected, maintained and promoted to preserve our unique character, instill local pride and encourage tourism.
4. **Active Outdoor Life.** Many Jurupa Valley residents were drawn here because of its unique outdoor setting and the recreation opportunities it offers. Our parks and recreation facilities are

essential to maintain and improve our health and quality of life. We place high value on our public parks, sports fields, pedestrian and equestrian trails and support facilities, golf courses, outdoor use areas, historic sites and nature centers, campgrounds, airport, and joint use school facilities.

5. **Public Safety.** Support for public safety, law enforcement and emergency medical services is a value that's widely held by Jurupa Valley residents. We honor and respect the safety professionals who faithfully serve Jurupa Valley. We support strong, collaborative efforts to prevent crime and homelessness, enforce planning and building codes, and to improve the safety of neighborhoods, homes, public facilities, streets, trails and other transportation facilities. We take proactive measures to cope with and recover from emergencies and natural and manmade disasters.
6. **Education, Culture and Technology.** We place high priority on maintaining and improving our educational, cultural and technical opportunities, including programs and events at schools, libraries, museums, performing arts facilities and other community venues. We support the establishment of new community centers as well as college-level, life-enrichment, and career training opportunities in Jurupa Valley.
7. **Mobility.** We support the creation and maintenance of transportation networks (e.g., multi-use equestrian, pedestrian and bicycle trails, complete streets, sidewalks, airport, rail, and public transit) that are safe, attractive, and efficient and provide connectivity to meet the diverse needs for the movement of people and goods.
8. **Diversity.** We value Jurupa Valley's cultural and social diversity and celebrate our cultural richness through arts and culture, community festivals, educational programs and exhibits, seasonal and equestrian-themed events, preservation of historic landmarks, youth and adult sports.
9. **Environmental Justice.** We value the health, well-being, safety and livability of all our communities and strive to equitably distribute public benefits and resources. We endeavor to enhance underserved communities so that all residents can thrive and share in a high quality of life.
10. **Healthy Communities.** We have a comprehensive view of health. We enhance existing opportunities for healthy living and create new ones by helping residents to make the healthy choice the easy choice. The health and well-being of all individuals, families, neighborhoods and businesses is our shared value and concern. We take positive steps to maintain a clean, visually attractive City, to improve Jurupa Valley's physical, social and environmental health and to share and teach these values to achieve and sustain a healthy, clean and safe environment for current and future generations.
11. **Economic and Fiscal Health.** We support high quality economic growth and development that is environmentally sustainable and that fosters housing, living wage jobs, retail goods and services, public facilities and services, environmental benefits, destination tourism, and medical and educational facilities. We seek ways to be good stewards of our local assets, to make wise land use and fiscal decisions, to conduct open and accessible government, and to preserve and enhance the City's prosperity and quality of life.

## 2. RESPONSE TO COMMENTS

A total of eleven (11) comment letters on the Draft EIR were received with nine (9) letters from federal, state, regional, or local agencies, one letter from a conservation organization, and one letter from a private individual. All letters have been responded to within this document. Comments that address environmental concerns have been specifically addressed. Section 15088 of the State CEQA Guidelines, *Evaluation of and Response to Comments*, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.
- b) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed Plan to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- c) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the lead agency should either:
  1. Revise the text in the body of the EIR; or
  2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this volume of the Final EIR clarifies, amplifies, or makes minor modifications to the Draft EIR. No significant changes have been made to the information contained in the Draft EIR as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

An Errata section to the EIR (Section 3.0) has been prepared to indicate if or what minor corrections and clarifications to the Draft EIR were needed as a result of City review and comments received during the public review period.

This Response to Comments document, along with the Errata is included as part of the Final EIR for consideration/recommendation by the Planning Commission and then to the City Council prior to a vote to certify the Final EIR.

## **2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR**

The persons, organizations, and public agencies that submitted comments regarding the Draft EIR from February 17, 2017 through April 3, 2017, are listed below. A total of eleven (11) comment letters were received. Nine of the comment letters were from federal, state, regional, or local agencies, while two letters were from private conservation organizations or individuals. Each comment letter received is indexed with a letter below:

### **(A) FEDERAL/STATE AGENCIES**

- A-1 California Office of Planning and Research, State Clearinghouse (April 4, 2017)**  
Scott Morgan, Director, State Clearinghouse
- A-2 Federal Emergency Management Agency (February 23, 2017)**  
Gregor Blackburn, DFM Branch Chief
- A-3 Native American Heritage Commission (February 28, 2017)**  
Katy Sanchez, Associate Environmental Planner
- A-4 CalFire and Riverside County Fire Department (April 11, 2017)\***  
Jason Neuman, Division Chief, Strategic Planning Division

### **(B) REGIONAL/COUNTY AGENCIES**

- B-1 Riverside County Airport Land Use Commission (March 28, 2017)**  
Edward Cooper, ALUC Director
- B-2 Southern California Edison (April 3, 2017)**  
Heather Neely, Environmental Services

### **(C) LOCAL AGENCIES**

- C-1 City of Eastvale (March 3, 2017)**  
No Commenter Specified
- C-2 City of Fontana (March 8, 2017)**  
Zai AbuBakar, Director of Community Development
- C-3 City of Eastvale (April 12, 2017)\***  
Cathy Perring, Assistant Planning Director

### **(D) PRIVATE ORGANIZATIONS/INDIVIDUALS**

- D-1 Golden State Environmental Justice Alliance (March 11, 2017)**  
Joe Bourgeois, Chairman of the Board
- D-2 RTE 60, LLC (private party)(March 20, 2017)**  
Jim Stockhausen (Emerald Ridge representative)

\* received after the close of the public review period

## 2.2 FORMAT OF RESPONSES TO COMMENTS

The first section provides responses to the comments made at a public hearing at the Planning Commission on February 22, 2017 to introduce the DEIR to the Commission and the public. Following that are comment letters and responses to the comments in those letters.

Aside from the courtesy statements, introductions, and closings, individual comments within the body of each letter have been identified and numbered. A copy of each comment letter and the City's responses are included in this section. Brackets delineating the individual comments and an alphanumeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter. Responses to comments were sent to the agencies that provided comments.

In the process of responding to the comments, there were minor revisions to the Draft Environmental Impact Report. None of the comments or responses constitutes "significant new information" (*CEQA Guidelines* Section 15073.5) that would require recirculation of the Draft Environmental Impact Report.

### Planning Commission Public Hearing on February 22, 2017

Please excuse any misspellings of names of summary of issues by speaker listed from the hearing, the author used notes taken during the hearing as the basis for the following material. Also note most of the comments are directed to various elements of the General Plan but any relationship of comments to the General Plan EIR are noted below.

#### Public Comments

**1. Kim Johnson.** Provided some detailed comments regarding cultural and historical resources for the Conservation and Open Space Element which may affect the General Plan EIR. Provided a written list of "possible historic buildings" in Jurupa Valley (see FEIR Appendix C). She recommended incorporating a more detailed list or multiple lists into the General Plan, and indicated she would be submitting a more detailed letter later during the EIR public review period.

**Response.** Draft EIR includes more extensive discussion of historical resources and recommends mitigation to address potential resources that may be outside of designated historical zone.

**2. Phil Jones.** Representing Garrett Group for the "Land Use Area (LUA) 4" property in Glen Avon. Would like land use designation changed from Commercial Tourist/Light Industrial (CT/LI) to Business Park (BP) for more flexibility.

**Response:** Land use comment (no direct relation to EIR).

**3. Pam Steele.** Representing Jerry Jaekels in "Land Use Area (LUA) 5" (LUA-5). Would like land use designation(s) to match a project being proposed for that area.

**Response:** Land use comment (no direct relation to EIR).

**4. Shiela Ehrlich.** Represents owners on property at 58<sup>th</sup> Street to Jurupa Road along railroad tracks. A-1 designation in between the R-1 designation (see No. 5 below).

**Response:** Land use comment (no direct relation to EIR).

**5. Sybil Acheree.** Lives on property at 58<sup>th</sup> Street to Jurupa Road along the railroad lines. Property has always been commercial so is requesting Business Park (BP) rather than a residential designation.

**Response:** Land use comment (no direct relation to EIR).

**6. Betty Anderson.** Expressed concern about air quality policies and asked the City to prohibit truck parking in residential areas. She said there was a lot of that activity in Sky Country and truckers were being attracted to that area by being told it was allowed there. Said Mira Loma area has bad enough air quality, and did not want Jurupa Valley to become like Fontana relative to trucks parking in residential areas.

**Response:** The Planning Commission discussed regarding Air Quality Element below. EIR did address air quality and health risks on a City-wide basis including trucks and diesel emissions in areas that are designated for light industrial and other truck-related uses.

**7. Steven Anderson.** Said the General Plan map for trails is good on paper but in reality there are few trails in the City. Supported comments from No. 6 and encouraged the City to get truck parking out of residential areas. Truck routes should be designated to keep truck activity away from high school and residences.

**Response:** Truck routes are addressed in both General Plan and EIR although the actual designated routes will probably not be incorporated into the General Plan document. The Planning Commission discussed regarding Air Quality Element below.

**8. Diana Fox.** Concerned about health and wellness in the City (works with “Healthy Jurupa Valley”). Suggested some language could be added to the General Plan from the WRCOG Healthy Element template or model.

**Response:** The General Plan addresses goals and policies of the General Plan relative to healthy communities which are also addressed in appropriate sections of the EIR.

**Summary of Public Comments.** Four of the 8 comments were about specific changes to land use designations on specific properties, one of the 8 comments was about “healthy communities” policies, and three of the 8 comments addressed potential EIR issues.

### **Planning Commission Comments**

**Note:** the following comments are summarized by General Plan Element rather than individual speaker as the discussion went back and forth among the Planning Commissioners so identifying specific comments from specific speakers was not possible.

**1. Air Quality Element.** More specific data was needed about Greenhouse Gas (GHG) emissions, (maybe an assessment of truck emission impacts to residential areas, ways to reduce particulate matter including diesel emissions). The General Plan may need to add mitigation measures to better control GHG emissions from new development, especially with current and pending legislation for 2030 GHG targets (SB 32). It may be possible to easily add restrictions to the Municipal Code rather than General Plan restricting trucks in residential areas.

**Response:** Staff pointed out the General Plan Land Use Element does discourage truck parking, but the City “inherited” poorly organized land uses in some areas and it will take time to resolve some ongoing issues. The General Plan is supposed to provide options for new development to help reduce or eliminate such issues over time.

**2. Community Safety Element.** The City is challenged by a number of existing hazards, maybe the concept of Transfer of Development Rights (TRD) can be used to set aside hazardous areas, sites with former hazmat contamination, steep slopes, flood zones, etc.

**Response:** Staff indicated the General Plan has a number of policies to deal with properties that contain hazards, as well as General Plan goals and policies regarding community-wide hazards.

**3. Environmental Justice Element.** Element has been in place for two years, no need yet for any major revisions. Is Element consistent with SB 1000 requirements for 2018?

**Response:** Staff indicated the Environmental Justice Element complies with SB 1000.

**4. Healthy Communities.** Planning Commissioners echoed public comments on healthy communities and expressed concern about health care for seniors, especially if federal programs and requirements change in the coming years.

**Response:** Staff indicated the General Plan has policies to address these concerns.

**5. Economic Sustainability.** Planning Commissioners asked if there were local business profiles for prospective companies wanting to relocate to Jurupa Valley. Page ESE page 11-6 refers to “lower income, largely Hispanic” market but does the City want that kind of specific targeting for future businesses?

**Response:** Staff indicated the General Plan and supporting Kosmont study indicate retail sales per household is low in the City due to a lack of shopping opportunities that are unfortunately met by businesses in other jurisdictions. However, the Kosmont study did not identify specific attraction goals.

**6. Draft EIR.** No specific comments, no one had time to review it since it was only distributed on February 17.

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Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

April 4, 2017

LETTER A-1

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

Subject: Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report  
SCH#: 2016021025

Dear Ernest Perea:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 3, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2016021025  
**Project Title** Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report  
**Lead Agency** Jurupa Valley, City of

**Type** EIR Draft EIR  
**Description** Programmatic EIR developed to support adoption of city of Jurupa Valley 2017 GP prepared for the following GP Elements: Land use, mobility, conservation and open space, housing, air quality, noise, community safety, facilities, and services, environmental justice, healthy communities, and economic sustainability. The GP is supported by technical studies on traffic and circulation, demographics and housing, noise and vibration, land use, air quality, and GHG. The GP EIR addresses the key environmental issues as noted above.

**Lead Agency Contact**

**Name** Ernest Perea  
**Agency** City of Jurupa Valley  
**Phone** 951-322-6464 **Fax**  
**email**  
**Address** 8930 Limonite Avenue  
**City** Jurupa Valley **State** CA **Zip** 92509

**Project Location**

**County** Riverside  
**City** Jurupa Valley  
**Region**  
**Lat / Long** 33° 59' 49.91" N / 117° 29' 07.80" W  
**Cross Streets** Jurupa Rd and Van Buren Blvd  
**Parcel No.** multiple  
**Township** 2S **Range** 5W,6W **Section** Mult **Base** SBBM

**Proximity to:**

**Highways** I-15, I-215, SR-60, SR-91  
**Airports** Riverside Municipal; Fiabob  
**Railways** Union Pacific (Metrolink)  
**Waterways** Santa Ana River, Day Creek, Etiwands/San Sevaine/Pyrite Channels, Riverside Canal, Horeshoe Lake  
**Schools** Jurupa Unified School District  
**Land Use** 2008 county of Riverside GP/Jurupa Valley Area Plan; mixture of similar land uses under new city GP

**Project Issues** Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

**Date Received** 02/16/2017 **Start of Review** 02/16/2017 **End of Review** 04/03/2017

## RESPONSES TO LETTER A-1

### California Governor's Office of Planning and Research, State Clearinghouse

**Response to Comment 1.** The City recognizes the receipt of comments from State agencies and the State Clearinghouse's acknowledgement that it has complied with review requirements for environmental documents.

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MAR 01 2017

U.S. Department of Homeland Security  
FEMA Region IX  
1111 Broadway, Suite 1200  
Oakland, CA. 94607-4052

CITY OF JURUPA VALLEY



FEMA

February 23, 2017

Ernest Perea, CEQA Administrator  
City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, California 92509-5183

LETTER A-2

Dear Mr. Perea:

This is in response to your request for comments regarding the Jurupa Valley General Plan Environmental Impact Report, Project # CJV1502.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245) and City of Jurupa Valley (Community Number 060286), Maps revised August 18, 2014. Please note that the City of Jurupa Valley, Riverside County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

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A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

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Ernest Perea, CEQA Administrator  
Page 2  
February 23, 2017

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

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**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Jurupa Valley floodplain manager can be reached by calling Don Allison, P.E., Associate Engineer, at (951) 790-1331. The Riverside County floodplain manager can be reached by calling Deborah de Chambeau, at (951) 955-1265.

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If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Don Allison, P. E., Associate Engineer, City of Jurupa Valley  
Deborah de Chambeau, Senior Civil Engineer, Riverside County  
Garret Tam Sing/Salomon Miranda, State of California, Department, Southern Region Office  
Frank Mansell, NFIP Compliance Officer, DHS/FEMA Region IX  
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

## RESPONSES TO LETTER A-2

### Federal Emergency Management Agency

**Response to Comment 1.** The information in the Draft EIR (DEIR) on flooding was based in part on data obtained from the FEMA website regarding Flood Insurance Rate Maps (FIRMs) for the Jurupa Valley area, as cited in the DEIR. The General Plan goals and policies related to flood control and flood protection are consistent with the FIRM program and the National Flood Insurance Program (NFIP). DEIR pages 4.9-2 through 4.9-6 describe flooding conditions in the City and refer to these federal flood protection programs.

**Response to Comment 2.** The City acknowledges that new development and improvements must be kept out of established or identified flood zones as outlined in FEMA's FIRM program and the National Flood Insurance Program (NFIP). General Plan Policy CSSF 1.6 addresses flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., the 100-year flood zone). In addition, Policy CSSF 1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City (DEIR pages 4.9-26 and 4.9-27)

**Response to Comment 3.** The Community Safety, Services, and Facilities Element of the General Plan includes the following goals and policies which require hydraulic studies for new development to protect improvements and occupants from anticipated flooding, consistent with federal laws and regulations. General Plan Policies CSSF 1.6 and CSSF 1.21 address flood risk by requiring the review of new construction and substantial improvements within the 100-year floodplain. It also requires projects to minimize its flood risks to acceptable levels in areas mapped by FEMA or as determined by site-specific hydrologic studies for areas not mapped by FEMA (i.e., areas outside of the 100-year flood zone). In addition, Policy CSSF 1.12 requires that flood control improvements must be in place to protect not only existing development but future development in the City (DEIR pages 4.9-36).

**Response to Comment 4.** The Community Safety, Services, and Facilities Element of the General Plan includes the following policy regarding flood map revisions:

**CSSF 1.21 Flood Hazard Zones.** Encourage periodic reevaluation of the 500-year, 100-year and 10-year flood hazard zones by State, federal, County, and other sources and use such studies to improve existing protection, review flood protection standards for new development and redevelopment, and update emergency response plans.

In addition, the City's development review procedures require a Letter of Map Revision (LOMR) or Conditional Letter of Map Revision (CLOMR) when development will change identified 100-year flood zone limits.

**Response to Comment 5.** The City will continue to coordinate with federal and county floodplain managers to provide flood protection for current and future City residents and businesses. The Community Safety, Services, and Facilities Element of the General Plan includes the following policies regarding regional coordination: CSSF 1.15 requires new development to integrate into local and regional storm drain systems; and CSSF 1.16 which requires the City and future development to coordinate with neighboring jurisdictions regarding flood protection.

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STATE OF CALIFORNIA  
NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone (916) 373-3710  
Fax (916) 373-5471  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>  
Twitter: @CA\_NAHC

Edmund G. Brown Jr., Governor



February 28, 2017

LETTER A-3

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

Re: SCH# 2016021025 Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report, Riverside County.

Dear Mr. Perea:

The Native American Heritage Commission (NAHC) has reviewed the Draft Environmental Impact Report prepared for the project referenced above.

The California Environmental Quality Act (CEQA)<sup>1</sup>, specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>2</sup> If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.<sup>3</sup> In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).<sup>4</sup> **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources", that now includes "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."<sup>5</sup> Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.<sup>6</sup> Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966<sup>8</sup> may also apply.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>. Additional information regarding AB 52 can be found online at [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf), entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at [katy.sanchez@nahc.ca.gov](mailto:katy.sanchez@nahc.ca.gov) or call (916) 373-3712, if you have any questions.

Sincerely,

  
Katy Sanchez  
Associate Environmental Planner

Attachment  
cc: State Clearinghouse

<sup>1</sup> Pub. Resources Code § 21000 et seq.  
<sup>2</sup> Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)  
<sup>3</sup> Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)  
<sup>4</sup> Government Code 65352.3  
<sup>5</sup> Pub. Resources Code § 21074  
<sup>6</sup> Pub. Resources Code § 21074

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## **Pertinent Statutory Information:**

### **Under AB 52:**

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project,<sup>9</sup> and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).<sup>10</sup>

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects.<sup>11</sup>

1. The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.<sup>12</sup>

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.<sup>13</sup>

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss both of the following:**

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.<sup>14</sup>

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.<sup>15</sup>

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program,** if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.<sup>16</sup>

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).

An environmental impact report **may not be certified,** nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.<sup>17</sup>

***This process should be documented in the Tribal Cultural Resources section of your environmental document.***

### **Under SB 18:**

Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

<sup>9</sup> Pub. Resources Code § 21080.3.1, subds. (d) and (e)

<sup>10</sup> Pub. Resources Code § 21080.3.1 (b)

<sup>11</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>12</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>13</sup> Pub. Resources Code § 21082.3 (c)(1)

<sup>14</sup> Pub. Resources Code § 21082.3 (b)

<sup>15</sup> Pub. Resources Code § 21080.3.2 (b)

<sup>16</sup> Pub. Resources Code § 21082.3 (a)

<sup>17</sup> Pub. Resources Code § 21082.3 (e)

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)
- **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**<sup>19</sup>
- There is no Statutory Time Limit on Tribal Consultation under the law.
- **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research,<sup>20</sup> the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.<sup>21</sup>
- **Conclusion Tribal Consultation:** Consultation should be concluded at the point in which:
  - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.<sup>22</sup>

#### **NAHC Recommendations for Cultural Resources Assessments:**

- Contact the NAHC for:
  - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
    - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - If part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have been already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

#### **Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.<sup>23</sup>
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.<sup>24</sup>

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

<sup>19</sup> (Gov. Code § 65352.3 (a)(2)).

<sup>20</sup> pursuant to Gov. Code section 65040.2,

<sup>21</sup> (Gov. Code § 65352.3 (b)).

<sup>22</sup> (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18)

<sup>23</sup>

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.<sup>25</sup> In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

## RESPONSES TO LETTER A-3

### Native American Heritage Commission

**Response to Comment 1.** As outlined in the DEIR, three Native American tribal groups were contacted to request if they wanted to consult with the City on this project, per the requirements of Senate Bill (SB) 18 and Assembly Bill (AB) 52. DEIR page 4.5-17 states that..."A General Plan requires consultation with local Native American tribal groups under both SB 18 and AB 52 regarding Tribal Cultural Resources (TCR). The State Native American Heritage Commission has indicated there are 23 Native American groups or individuals in the region who may have an interest in the Jurupa Valley General Plan. Of these groups/individuals contacted by the City, representatives from the following three Native American Groups expressed interest in the City's General Plan process in terms of Native American monitoring of any and all ground disturbing activities as well as formal government to government consultation, but did not indicate the need for additional consultation regarding the General Plan itself as long as project-level concerns were met:

1. Mr. Andrew Salas, Gabrieleño Band of Mission Indians-Kizh Nation
2. Mr. Ray Huaute, Morongo Band of Mission Indians
3. Mr. Anthony Ontiveros, Soboba Band Luiseño Indians

In addition, Ms. Croft, THPO, with the Agua Caliente Band of Mission Indians indicated the City is outside the boundaries of the Agua Caliente traditional use area and no further consultation was necessary.

This demonstrates the City's commitment to meaningful consultation with local Native American tribal groups, and the City will continue to consult with the tribes on development proposals in the future, as required under SB 18 and AB 52.

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# CAL FIRE – RIVERSIDE UNIT RIVERSIDE COUNTY FIRE DEPARTMENT

**John R. Hawkins - Fire Chief**

210 West San Jacinto Avenue, Perris, CA 92570-1915  
Bus: (951) 940-6900 Fax: (951) 940-6373 www.rvcfire.org

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DISTRICT 5

April 11, 2017

**LETTER A-4**

City of Jurupa Valley  
Planning Department  
Ernest Perea, CEQA Administrator  
8930 Limonite Ave.  
Jurupa Valley, CA 92509

**RE: City of Jurupa Valley 2017 General Plan Draft Environmental Impact Report (SCH No. 2016021025)**

Dear Mr. Perea,

Thank you for providing the Riverside County Fire Department the opportunity to review the Draft 2017 Environmental Impact Report for the City of Jurupa Valley.

At this point the Riverside County Fire Department has no further comments. The cumulative impacts to the fire departments level of service have been adequately addressed. Mitigation measures in the form of agency goals and policies will reduce these impacts to a level of significance.

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If I can be of further assistance, please feel free to contact me at (951) 940-6372 or e-mail at [jason.neuman@fire.ca.gov](mailto:jason.neuman@fire.ca.gov).

Sincerely,  
*Jason Neuman*  
Division Chief  
Strategic Planning Division

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## RESPONSES TO LETTER A-4

### CalFire and Riverside County Fire Department

**Response to Comment 1.** The City thanks CalFire and the Riverside County Fire Department for its review of the Draft EIR. One editorial correction: the letter states...(City) “goals and policies will reduce these impacts to a level of significance”. Given the tenor of the letter, it appears the text should actually read...” to a level of insignificance.”

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**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**

LETTER B-1

**CHAIR**  
Simon Housman  
Rancho Mirage

March 28, 2017

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

Mr. Ernest Perea  
City of Jurupa Valley Planning Department  
8930 Limonite Avenue  
Jurupa Valley CA 92509

**COMMISSIONERS**

Arthur Butler  
Riverside

**RE: Jurupa Valley 2017 General Plan Programmatic Environmental Impact Report –  
SCH#2016021025**

John Lyon  
Riverside

Dear Mr. Perea:

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Thank you for providing Riverside County Airport Land Use Commission (ALUC) staff with a CD copy of the Draft Program Environmental Impact Report analyzing the impacts that would result from the adoption of the proposed new General Plan for the City of Jurupa Valley.

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

ALUC's role, as stated in Section 21670(a) (2) of the California Public Utilities Code, is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." (Our Commissioners often summarize this as "protecting people from airports and airports from people.")

County Administrative Center  
4080 Lerron St, 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

In order to achieve this purpose, ALUCs are tasked with identifying areas in the vicinity of airports that are affected by aircraft noise and overflight and are subject to risk in the event of an aircraft accident, known as Airport Influence Areas (AIAs), and with preparation of Airport Land Use Compatibility Plans regulating land use in these areas subsequent to Plan adoption. The City of Jurupa Valley includes Flabob Airport (in the community of Rubidoux) and most of its Airport Influence Area. Additionally, the Airport Influence Area of Riverside Municipal Airport extends into the City of Jurupa Valley. (Some areas of the City are also subject to overflight from aircraft heading to or from Ontario International Airport.)

ALUC adopted Airport Land Use Compatibility Plans (ALUCPs) for the Flabob Airport Influence Area in 2004 and for the Riverside Municipal Airport Influence Area in 2005. (These ALUCPs are available for viewing on our website, [www.rcaluc.org](http://www.rcaluc.org) (click Plans)). Unfortunately, the adoption of these ALUCPs occurred after Riverside County's adoption of its RCIP (Riverside County Integrated Project) General Plan, including the Jurupa Area Plan, on October 7, 2003. The RCIP General Plan had considered, and was consistent with, the then-current Plans, but, with the adoption of the new Plans, the RCIP General Plan (including the Jurupa Area Plan) was no longer consistent.

While the proposed land use designation changes incorporated in the City's proposed new General

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Plan do not increase the divergence from consistency, there remain hundreds of parcels whose General Plan designations are inconsistent with the criteria included in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, which are applicable within these AIAs in the absence of Additional Compatibility Policies modifying those criteria for the specific airport, in that the designations would allow for division of these properties at a density that would be inconsistent with density restrictions for lands in Compatibility Zones B1, C, and D. Elimination of these direct conflicts is a requirement in order for the City to be eligible for a finding of consistency for its General Plan, unless the City were to include a policy prohibiting division of parcels for residential purposes in Compatibility Zones B1 and C (except projects that have already received tentative map approval) and requiring that division of parcels in Compatibility Zone D meet the compatibility criteria specified in the applicable ALUCP at that time.

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These pre-existing land use designations constitute the major concern with the proposed General Plan. As a result of these existing direct conflicts that will remain unresolved, ALUC will not be able to find the City's new General Plan to be consistent with the applicable Airport Land Use Compatibility Plans.

However, we understand that the City recognizes a need to provide for a more comprehensive update to this proposed General Plan in the future.

If we were to evaluate this project specifically as a General Plan Amendment (i.e., review only the changes being made to the presently applicable General Plan), there is a possibility that, with some text modifications, a consistency finding could be made for this project. However, the amendment would at a minimum have to include text specifically acknowledging that the City would continue to submit all non-ministerial projects within the Flabob and Riverside Municipal AIAs to ALUC for review on a case-by-case basis. This text would need to remain in effect until such future time as the direct conflicts have been eliminated.

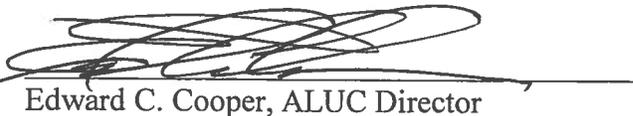
4

Pursuant to Section 21676(b) of the California Public Utilities Code, prior to "the amendment of a general plan..., the local agency shall first refer the proposed action to the commission." This is a mandatory step in the general plan adoption/amendment process for jurisdictions that include land within AIAs.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

ECC:jjgig

**AIRPORT LAND USE COMMISSION**

**March 28, 2017**

cc: Thomas Merrell, AICP, Planning Director  
Mary Wright, AICP, Civic Solutions  
Ron Bolyard, CALTRANS Division of Aeronautics  
Simon Housman, ALUC Chairman

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## RESPONSES TO LETTER B-1

### Riverside County Airport Land Use Commission

**Response to Comment 1.** The City understands and acknowledges Airport Land Use Commission's (ALUC's) role in reviewing regional land uses to help assure there will be no significant impacts to local airport operations. Excerpts from the California Public Utilities Code are provided following the ALUC comment letter which outline ALUC's responsibilities in this regard.

**Response to Comment 2.** The City also understands there may be inconsistencies with existing or currently planned land uses within the City relative to the adopted land use plans of the Flabob Airport and the Riverside Municipal Airport. The General Plan addresses these inconsistencies by identifying a number of goals and policies in the Land Use Element of the General Plan that future discretionary land use approvals will have to follow regarding consistency with airport land use plans. Section 4.8.5.3 of the Draft EIR addressed impacts of land uses within two miles of an airport or within an airport land use plan. The following policies were cited in that analysis. These policies are consistent with the comments made by ALUC staff and demonstrate that future land uses will not have significant impacts on local airports.

- LUE 5.54      **Airport Land Use Compatibility Plan (ALUP) Compliance.** Provide for the orderly operation and development of Flabob and Riverside Municipal Airports and the surrounding area by complying with the Airport Land Use Compatibility Plan as fully set forth in Appendix 4.0<sup>1</sup> and as summarized in Table 4.8.B<sup>2</sup>, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the 2017 General Plan, unless the City Council overrides the Plan as provided for in State law.
- LUE 5.55      **Development Review.** Refer all major land use actions to the Airport Land Use Commission for review, pursuant to Policy 1.5.3 of the ALUP until 1) the Commission finds the City's General Plan to be consistent with the ALUP, or 2) the City Council has overruled the Commission's determination of inconsistency, or 3) the Commission elects not to review a particular action.
- LUE 5.56      **Continued Airport Operation.** Support the continued operation of Flabob and Riverside Municipal Airports to help meet airport services needs within the land-use compatibility criteria with respect to potential noise and safety impacts.
- LUE 5.57      **Consistency Requirement.** Review all proposed projects and require consistency with any applicable provisions of the Riverside County Airport Land Use Plan as set forth in Appendix A-4.0<sup>3</sup>, and require General Plan and/or Zoning Ordinance amendments to achieve compliance, as appropriate.
- LUE 5.58      **ALUP Amendments.** Review all subsequent amendments to any airport land-use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).
- LUE 5.59      **General Plan Adoption or Amendment.** Prior to the amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, the City will refer such proposed actions for determination and processing as provided by the Airport Land Use Law.

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<sup>1</sup> Appendix 4.0 of the draft 2017 Jurupa Valley General Plan

<sup>2</sup> Table 4.8.B in this EIR corresponds to Figure 2-32 in the draft 2017 Jurupa Valley General Plan Land Use Element.

<sup>3</sup> Appendix A-4.0 of the draft 2017 Jurupa Valley General Plan.

LUE 5.60      **Cluster Development.** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable Airport Land Use Compatibility Plan.

LUE 5.63      **Voluntary Review.** The City, from time to time, may elect to submit proposed actions or projects voluntarily that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:

- a. Clarification: If there is a question as to the purpose, intent or interpretation of an Airport Land Use Compatibility Plan (ALUCP) or its provisions; or
- b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

LUE 5.64      **Airport Referrals.** Submit all development proposals located within an Airport Influence Area to the affected airport for review.

**Response to Comment 3.** As outlined in Response 2 above, the analysis in the DEIR determined there would not be significant impacts relative to airport operations if the cited General Plan goals and policies were implemented on future development applications.

**Response to Comment 4.** The cited General Plan goals and policies are consistent with ALUC staff comments regarding the need for future land uses within airport land use plans to be processed through ALUC for consistency. The City would welcome specific text changes or additions to these goals and policies from ALUC staff to improve their implementation.

**Sent via electronic mail to eperia@JURUPAVALLEY.ORG**

April 3, 2017

Ernest Perea, CEQA Administrator  
City of Jurupa Valley Planning Department  
8930 Limonite Ave  
Jurupa Valley CA 92509-5183

**RE: City of Jurupa Valley 2017 General Plan Draft Environmental Impact Report**

Dear Mr. Perea

Southern California Edison (SCE) is pleased to submit the following comments on the Notice of Availability of the Draft Environmental Impact Report for the City of Jurupa Valley 2017 General Plan (SCH No. 20160212025) to adopt the General Plan Elements of Land Use, Mobility (Circulation), Conservation and Open Space, Housing, Air Quality, Noise, Community, Safety, Facilities and Services, Environmental Justice, Healthy Communities, and Economic Sustainability.

**SCE's Electrical Facilities**

SCE provides electric service to the City of Jurupa Valley and maintains electrical transmission and distribution facilities, as well as substations and supporting appurtenances within the City.

The design of SCE's generating stations, substations, and transmission lines are regulated by Order of the California Public Utilities Commission (CPUC). SCE is concerned that within the Aesthetics and Transportation and Traffic Elements of the proposed 2017 General Plan that ME 7.4 Public Equipment and Facilities "should locate and design utility and circulation-related equipment and facilities to avoid blocking or cluttering views of scenic resources from scenic roadways, consistent with the following standards: 2. Public utilities along scenic highways should be installed underground (pages 4.1-15 and 4.16-54)."

1

The undergrounding of SCE's transmission lines is governed under SCE Tariff Rule 20. A Tariff Rule is a rule of service that is approved by the CPUC. See *City of Anaheim v. Pacific Bell Co.*, 119 Cal. App. 4th, 838 (Cal. App. 4th 2004) (undergrounding tariff rule constituted CPUC's entry into field of regulation for utility undergrounding). SCE respectfully requests that the language be revised to prevent expressly or implicitly conflicting with the CPUC's jurisdiction.

In addition, SCE's Riverside Transmission Line Reliability Project (RTLRP) is currently under regulatory review with the California Public Utilities Commission (CPUC) for a Certificate of Public Convenience and Necessity to construct and operate the 230-kV transmission line and 230-kV substation components needed to provide energy to the Riverside Public Utilities (RPU) local electrical distribution system. Construction is anticipated to begin second quarter 2020 and completed by third quarter 2023.

**SCE's Right-of-Way and Access Roads**

The proposed project has identified the "installation and use of electric service at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks, in lieu of idling of engines for power (p. 4.3-9)," and that specific actions "to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the

2

installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses (p. 4.7-35).”

As these actions have the potential to impact SCE’s utility corridors in the area, please note that these proposed actions shall not cause General Order 95 non-compliances and should not unreasonably interfere with SCE’s ability to access, maintain, and operate its current and future facilities. Any proposed temporary or permanent development (including grading activities, landscaping, bike and/or pedestrian pathways, parkways, sidewalks, etc.) within the SCE Right-of-Way requires a written consent agreement signed between the developer and SCE.

SCE’s rights-of-way and fee-owned properties are used by SCE to operate and maintain its present and future facilities. SCE will review any proposed use on a case-by-case basis. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights. Please forward five (5) sets of plans depicting SCE’s facilities and associated land rights to the following location:

Real Properties Department  
Southern California Edison Company  
2 Innovation Way  
Pomona, CA 91768

### **General Order 95**

SCE is concerned that the General Plan’s actions may conflict with SCE’s transmission line designs. SCE must comply with General Order (GO) 95, which establishes rules and regulations for the overhead line design, construction, and maintenance. GO 95 also includes vertical clearance requirements from thoroughfares, ground, and railroads, as well as specific minimum clearances from tree branches and vegetation around overhead wires. Any proposed landscaping should not conflict with SCE’s existing and proposed transmission line designs.

Any parkways or pathways (either by foot, bicycles, equestrians or other means) that invite the public onto SCE’s right-of-way will require the installation of Anti-Climbing Devices on each transmission line tower at the customer’s expense.

### **Electrical Service Evaluation and Method of Service**

To evaluate the electric service requirements for the proposed project’s actions, the project proponent and/or future developers will need to initiate an electrical service evaluation to begin the process for identification of on-and off-site electrical facilities required for service. The developer must submit a signed Method of Service agreement to SCE and pay engineering fees for an electric service study to be completed. Infrastructure necessary to support this project is subject to licensing and permitting authority of the CPUC.

### **Cumulative Impacts**

SCE recommends that the City consider inclusion of the Riverside Transmission Line Reliability Project in the cumulative analysis of the proposed 2017 City of Jurupa Valley General Plan. Specifically, unanticipated cumulative impacts could result if SCE’s construction impacts to environmental resources, where overlapping, are not similarly mitigated. Environmental documents for the Riverside Transmission Line Reliability Project may be accessed by following the links below:

<http://www.cpuc.ca.gov/Environment/info/panoramaenv/RTRP/index.html>

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3

4

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**General Order 131-D**

Please be advised that the construction, modification, and relocation of transmission lines, or electrical facilities that are designed to operate at or above 50 kilovolts (kV) may be subject to the California Public Utilities Commission's (CPUC) General Order 131-D<sup>1</sup>. If the construction, modification, or relocation of transmission lines results in significant environmental impacts, they should be identified and discussed in the MND. If not, SCE may be required to pursue a separate, mandatory CEQA review through the CPUC, which could delay approval of the SCE transmission line portion of the project for two years or longer.

6

SCE appreciates the opportunity to comment on the City of Jurupa Valley's 2017 General Plan DEIR. SCE looks forward to working and collaborating with the City. If you have any questions regarding this letter, please contact me at [heather.neely@sce.com](mailto:heather.neely@sce.com) or 626.476.7839.

Regards,

Heather Neely  
Third Party Environmental Reviews  
Environmental Services  
Southern California Edison  
6040B N Irwindale Ave  
Irwindale CA 91702

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<sup>1</sup> <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>

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## RESPONSES TO LETTER B-2

### Southern California Edison

**Response to Comment 1.** The City acknowledges the role Edison has in providing electrical services and facilities in the Jurupa Valley area. The 2017 General Plan goals and policies regarding the undergrounding of utilities, including electrical lines, applies to utilities that can be relocated underground consistent with state laws and regulations. It is not the City's intent nor the effect of the General Plan to usurp the California Public Utilities Commission's ("CPUC") jurisdiction regarding the location and undergrounding of transmission lines. ME 7.4 Public Equipment and Facilities is read with the City's objectives and policies in mind, while maintaining the CPUC's jurisdiction. The City would consider specific text changes to these cited General Plan goals and policies if Edison can provide the appropriate wording.

The City also understands the SCE Riverside Transmission Line Reliability Project (RTLRP) is currently being reviewed by the state Public Utilities Commission.

**Response to Comment 2.** The City understands that its goals and policies that require additional (i.e., new, expanded, or modified) electrical services or facilities may have a demonstrable effect on Edison and any such potential changes would have to be coordinated through Edison prior to installation or operation. It is not the City's intent for future development or improvements to interfere with Edison facilities or access or operation of any of those facilities. The City's development review process requires new projects to contact utility providers, including Edison, to determine physical improvements or equipment needed to serve the development prior to receiving entitlements from the City.

**Response to Comment 3.** The goals and policies of the 2017 General Plan would not allow landscaping or other site improvements to conflict with Edison facilities or equipment. In fact they require new projects to contact utility providers, including Edison, to identify limitations or locations for improvements/equipment to prevent conflicts with Edison equipment. In addition to the Mobility Element Policy 7.4 cited by the commenter, the Land Use Element contains the following goal and policy related to potential conflicts with utility corridors:

#### Goal

LUE 5 Supports diverse and well-funded public and institutional uses that provide essential utilities and public services, lifelong learning opportunities, and improved access to recreational, cultural, historic, and social amenities and resources.

#### Policies

LUE 4.6 **Public Utilities, Easements, and Rights-of-Way.** New development and conservation land uses shall not infringe upon existing public utility corridors, including fee owned rights-of-way and permanent easements whose true land use is that of public facilities.

**Response to Comment 4.** The City's development review process requires new projects to contact utility providers, including Edison, to determine physical improvements or equipment needed to serve the development prior to receiving entitlements from the City, consistent with the commenter's concern.

**Response to Comment 5.** The 2017 General Plan EIR is a programmatic CEQA document so the inclusion of one specific utility project within its boundaries may not provide useful information regarding mitigation for cumulative impacts since the goals and policies of the General Plan are in large part its programmatic mitigation. On January 25, 2017 the California Public Utilities Commission (CPUC) issued a Notice of Preparation (NOP) for a subsequent Environmental Impact Report (EIR)

for the SCE Riverside Transmission Line Reliability Project (RTLRLP)(see FEIR Appendix C). The SEIR prepared by the CPUC for the RTLRLP will address potential project-level environmental impacts of the RTLRLP including its own list of cumulative projects. Therefore, it would be more appropriate and accurate to evaluate potential direct and cumulative impacts of the RTLRLP in the SEIR being prepared for the CPUC rather than the City's General Plan EIR.

**Response to Comment 6.** The City understands the potential need for subsequent CEQA analysis for relocation of electrical transmission lines (+50 kV) in the future.

LETTER C-1

**Comments on Jurupa Valley Draft General Plan**

All Elements of the General Plan were reviewed for consistency with Eastvale’s plans and policies with specific attention to the interface area between Jurupa Valley and Eastvale at the I-15.

**Land Use Element** – no comment.

**Mobility Element**

1. Comment: As shown in the Figure 4-6 from the adopted 2011 General Plan for Jurupa Valley (below), a proposed interchange was planned at Schleisman Road and I-15 Freeway. This interchange is critical to regional circulation for the cities of Chino, Eastvale, Jurupa Valley, Norco and Riverside and both Riverside and San Bernardino Counties.

This proposed interchange is identified on the Eastvale and Riverside County General Plans, Caltrans state transportation system and within the WRCOG regional roadway network. . Although the interchange itself would be primarily located in Norco and Jurupa Valley, roadways in Eastvale have been sized and built to handle the flow of traffic to the future interchange. It would appear that this future interchange was not included in the traffic analysis for the Jurupa Valley Draft General Plan which would lead to significant impacts to traffic in the area. (This is being reviewed in detail by our traffic engineers as part of the Jurupa Valley Draft General Plan DEIR which we received last week.)

1

Recommendation: Include the future Schleisman Road/I-15 interchange on the Jurupa Valley General Plan and evaluate it in the traffic analysis.

**Adopted 2011 Jurupa Valley General Plan**



- Comment: As shown in the comparison table below, the roadway designations at the interface between Eastvale and Jurupa Valley do not match in several key locations. The continuation of Schleisman Road in Jurupa Valley is missing and the difference in roadway widths at the cities’ boundary on Riverside Drive may be too great to easily transition. Riverside Drive has built-out, full-width roadway along much of its length in Eastvale.

Recommendation: Include the future Schleisman Road and its interchange with I-15 on the Jurupa Valley General Plan and evaluate it in the traffic analysis. Reevaluate the constraints as Riverside Drive crosses from Jurupa Valley to Eastvale at I-15 and downsize accordingly.

2

### General Plan Designated Roadways

	Eastvale (in feet)	Jurupa Valley (in feet)-Mobility Corridor Widths
Schleiman Road	152	Removed from General Plan
68 <sup>th</sup> Street	118	100
Limonite Avenue	152	153
Bellegrave Avenue	118	Local? (no width given)
Cantu-Galleano Ranch Road	152	153
Riverside Drive	100	153
Mission Blvd.	No width given	153

- Comment: No truck routes officially exist in Jurupa Valley. Policies within the Draft General Plan require the preparation and adoption of truck routes in the future. However, Figure 3-2, Commercial Truck Restrictions, 2016, shows the following routes allow trucks unrestricted access at this time: 68<sup>th</sup> Street, Limonite Avenue, Bellegrave Avenue, Cantu-Galleano Ranch Road, Riverside Drive and Mission Boulevard. Eastvale is in the process of preparing a truck route plan. The following streets in Eastvale are proposed to allow truck traffic: Limonite Avenue, Cantu-Galleano Ranch Road, Riverside Drive and Mission Boulevard.

Recommendation: Plan future truck routes in Jurupa Valley to coordinate with Eastvale’s truck route plan. Restrict truck traffic from 68<sup>th</sup> Street since that area is fully residential on the Eastvale side of I-15.

3

- Comment: The Draft General Plan states that “As of 2017, preparation of the City’s first Comprehensive Master Plan for Bicycles and Pedestrians is underway.” Eastvale adopted a Bicycle Master Plan in 2016.

Recommendation: Provide connectivity between Eastvale and Jurupa Valley for cyclists. Eastvale’s Bicycle Master Plan can be found at the following link. It may take a few moments to load. <http://portal.eastvaleca.gov/WebLink/0/edoc/9302/Bicycle%20Master%20Plan.pdf>

4

**Conservation and Open Space Element**

- 5. Comment: Figure 4-5, Biological Resources of Jurupa Valley includes designations within the City of Eastvale. In at least one case, the designation is inaccurate as a developed site is shown as a biological resource of some sort (the figure is nearly illegible on-screen).

5

Recommendation: Remove all biological designations from land within the City of Eastvale.

- 6. Comment: Figure 4-8, Water Resources, Riverside County, includes “water resources” in Eastvale that are either no longer existing, water features within residential communities or detention basins which are dry most of the year.

6

Recommendation: Remove all “waterbodies” within Eastvale except the Santa Ana River.

- 7. Comment: Figure 4-10, Existing Floodways and Drainage Facilities, includes outdated information within Eastvale.

7

Recommendation: Remove all facilities shown within Eastvale.

**Housing Element** – No Comment

**Air Quality Element** – No Comment

**Noise Element** – No Comment

**Community Safety, Services and Facilities Element**

- 8. Comment: Figure 8-9, Existing Floodways and Drainage Facilities in Jurupa Valley, includes outdated information within Eastvale.

8

Recommendation: Remove all facilities shown within Eastvale.

**Environmental Justice Element** – No Comment

**Healthy Communities Element** – No Comment

**Economic Sustainability Element** – No Comment

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## RESPONSES TO LETTER C-1

### City of Eastvale

**Response to Comment 1.** The Schleisman Road/I-15 interchange has been removed from the latest Western Riverside Council of Governments (WRCOG) Traffic Uniform Mitigation Fee (TUMF) report (dated 2015) stating that it is no longer a viable build option. The TUMF document recommends improving the I-15/Limonite Avenue interchange instead. Therefore, because the interchange at Schleisman Road/I-15 is not a viable build option, it is unnecessary to modify the network of the City-wide traffic model to accommodate the interchange at Schleisman Road.

**Response to Comment 2.** The City offers the following considerations relative to the roadway widths indicated by Eastvale:

Roadway	Eastvale	Jurupa Valley	Comments
Schleisman Road	152'	RGP	As outlined in Response 1 above, the Schleisman Road interchange in the I-15 Freeway is no longer considered a viable build option by WRCOG and so was left out of the City's traffic model. If extended east of the I-15 Freeway Schleisman Road would pass through the floodway of the Santa Ana River so the City has no plans at this time to construct an eastern extension of Schleisman Road.
68 <sup>th</sup> Street	118'	100'	This roadway would have a similar number of travel lanes despite the slight differences in roadway widths so the traffic impacts would be minimal from these differences.
Limonite Ave.	152'	153'	Essentially the same width and the same number of travel lanes planned for each city.
Bellegrave Ave.	118'	Local-NWG	Data was inadvertently left out of the Mobility Element maps, it will be corrected in the Final Element. The roadway is a Major Street at 118' wide with 4 travel lanes.
Cantu-Galleano Ranch Road	152'	153'	Essentially the same width and the same number of travel lanes planned for each city.
Riverside Drive	100'	153'	Despite the numerical difference, the traffic impacts are minimal because the road has a long transition under the I-15/SR-60 interchange ramps which will be able to accommodate the change in number of travel lanes.
Mission Blvd.	NWG	153'	This roadway has an existing width within Eastvale that is sufficient to carry traffic at levels similar to that in Jurupa Valley to the east as it travels beneath the I-15 Freeway. There does not appear to be any conflict at this time.

NWG = no width given

RGP = removed from the General Plan

Jurupa Valley will continue to work with Eastvale to assure smooth transitions in roadway widths at their mutual boundaries to the degree practical or necessary.

**Response to Comment 3.** The City appreciates the information on truck routes within Eastvale, and is currently working on a truck routes plan for Jurupa Valley that is referenced in the General Plan but will not be an integral part of the General Plan. The City will review the truck route information for Eastvale and integrate it to the extent possible and practical with that for Jurupa Valley. It is likely that all of the routes recommended in the Eastvale letter will be incorporated into the Jurupa Valley route plan as well (e.g., Limonite Avenue, Cantu-Galleano Ranch Road, etc.).

**Response to Comment 4.** The City will continue to work with Eastvale regarding connections to its Bicycle Master Plan adopted in 2016 (see FEIR Appendix C). That plan shows the following potential connection points into the City of Jurupa Valley:

<b>Priority of Potential Improvements City of Eastvale Bicycle Master Plan</b>	<b>Recommended Connections to the City of Jurupa Valley</b>
Figure 3-7, Recommended Bicycle Boulevards	No connections across the I-15 Freeway
Figure 4-1, Tier 1 Bicycle Projects	Limonite Avenue and Riverside Drive
Figure 4-2, Tier 2 Bicycle Projects	68 <sup>th</sup> Street and Schleisman Road
Figure 4-3, Tier 3 Bicycle Projects	None
Figure 4-4, Future Opportunities	Limonite Ave., Riverside Drive, 68 <sup>th</sup> Street, Bellegrave Ave., Schleisman Road, and Santa Ana River (regional)

Jurupa Valley will continue to coordinate with Eastvale as it develops its Comprehensive Master Plan for Bicycles and Pedestrians.

**Response to Comment 5.** Figure 4-5 in the Conservation and Open Space Element referenced by the commenter is based on data obtained from the County and/or other regional sources. The commenter should note that the data and graphics in the General Plan and DEIR were intended to accurately apply to properties only within the City of Jurupa Valley. Any data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

**Response to Comment 6.** Similar to Response 5 above, the regional hydrology Figure 4-8 in the Conservation and Open Space Element referenced by the commenter is only meant to apply to properties within the City of Jurupa Valley. Any data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

**Response to Comment 7.** Similar to Responses 5 and 6 above, Figure 4-10 in the General Plan was meant to apply to properties only within the City of Jurupa Valley. Any drainage data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.

**Response to Comment 8.** Similar to Responses 5-7 above, Figure 8-9 in the Community Safety, Services, and Facilities Element applies only to properties within the City of Jurupa Valley. Any drainage data or graphical depictions of areas outside the City are incidental and should be considered for general information purposes only. Therefore, there is no need to revise the referenced graphic at this time.



# City of Fontana CALIFORNIA

March 8, 2017

Mr. Thomas Merrell  
Community Development Director  
City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509-5183

LETTER C-2

**RE: Public Hearing on Draft 2017 General Plan on March 8 and March 22, 2017**

Dear Mr. Merrell:

Thank you for sending us the information on the Draft 2017 General Plan and the information related to the public hearing on your General Plan. The City of Fontana is requesting that this letter be made a part of the Administrative Record for the City of Jurupa Valley General Plan and its Environmental Impact Report.

1

Since Jurupa Valley borders the City of Fontana, future development within the proposed Light Industrial Land use area in and around Etiwanda Avenue may require additional analysis for potential traffic impacts to Etiwanda Avenue and Philadelphia Avenue within the City of Fontana jurisdiction. Etiwanda Avenue is a modified major highway and truck route connecting the 60 freeway to the 10 freeway. Philadelphia Avenue is a modified secondary highway and has been proposed to be opened to through traffic between Mulberry Avenue and Etiwanda Avenue at the San Sevaine Channel. Additional truck traffic on these arterials may require mitigation when developed.

2

In addition, any future commercial development in the southeast corner of Country Village Road and Philadelphia Avenue shall mitigate its traffic impact to that intersection or any intersections in the City of Fontana.

3

Thank you for sending the City of Fontana information about the public hearing on General Plan. Please let me know if you have any questions. My telephone number is (909) 350-7625.

Sincerely,

Zai AbuBakar  
Director of Community Development

cc: Debbie Brazill, Deputy City Manager  
Ricardo Sandoval, Director of Engineering/City Engineer  
Kathy Raasch, Senior Engineer

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## RESPONSES TO LETTER C-2

### City of Fontana

**Response to Comment 1.** The City's letter is part of the Final EIR – Response to Comments and therefore is part of the Administrative Record for the 2017 General Plan EIR for the City of Jurupa Valley.

**Response to Comment 2.** The City agrees that future development in the northwest industrial portion of the City may need to provide fair share compensation to the City of Fontana for roadway and intersection impacts within Fontana from truck and vehicular traffic generated by development projects in Jurupa Valley. For example, the following Mobility Element policies encourage cooperation with neighboring jurisdictions to alleviate traffic impacts:

- ME 1.3.           **Development project impacts.** Require development projects to analyze potential off-site traffic impacts and related environmental impacts through the CEQA process and to mitigate adverse impacts to less-than-significant levels.
- ME 1.8           **Interagency Cooperation.** Cooperate with local, regional, state, and federal agencies to establish an efficient circulation system.

In addition, the City of Fontana should note that the Draft EIR for the Space Center Industrial Project, a warehouse project in the Mira Loma area, was issued by the City of Jurupa Valley on March 22, 2017 for public comment until May 5, 2017. That EIR included project-specific mitigation for its fair share of project-related traffic impacts to intersections in Fontana. It also recommended the two cities establish mutual agreements to provide a mechanism for fair share compensation outside of each jurisdiction. The Space Center EIR included the following mitigation measures:

**4.16.6.1A**       The project shall make a fair share contribution to the City of Fontana and the City of Ontario to help fund the following improvements at the intersection of Etiwanda Avenue and Slover Avenue. These improvements will reduce the project's proportionate increase in delay to pre-project levels:

- A 2<sup>nd</sup> northbound left turn lane, 3<sup>rd</sup> northbound through lane, northbound right turn lane, 2<sup>nd</sup> southbound left turn lane, southbound right turn lane, 2<sup>nd</sup> eastbound left turn lane, eastbound right turn lane, 2<sup>nd</sup> westbound left turn lane, and 2<sup>nd</sup> westbound through lane.

These improvements are consistent with the planned improvement project between the City of Fontana and the City of Ontario for the intersection of Etiwanda Avenue and Slover Avenue.

**4.16.6.2B**       The project shall make an additional fair share contribution to the City of Fontana and the City of Ontario (in addition to the contribution outlined in Mitigation Measure 4.16.6.1A) to help fund the following additional improvement at the intersection of Etiwanda Avenue and Slover Avenue. This improvement will reduce the project's proportionate increase in delay to pre-project levels:

- Implement overlap phasing on the westbound right turn lane.

This improvement is consistent with the planned improvement project between the City of Fontana and the City of Ontario for the intersection of Etiwanda Avenue and Slover Avenue.

**4.16.6.3B**       TIA Table 1-7 identifies three (34) intersections that either shares a mutual border with the City of Fontana or are wholly located within the City of Fontana's jurisdiction

and have recommended improvements which are not covered by payment of fees. The City of Jurupa Valley shall participate in a multi-jurisdictional effort with the City of Fontana to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in Table 1-8, that are located in the City of Fontana's jurisdiction. The Developer's fair-share amount for the 3 intersections that either shares a mutual border with the City of Fontana or are wholly located within the City of Fontana's jurisdiction that have recommended improvements which are not covered by payment of fees equals \$7,048. Developer shall be required to pay this \$7,048 amount to the City of Jurupa Valley prior to the issuance of the Project's final certificate of occupancy.

**Response to Comment 3.** As outlined in Response 2 above, the City of Jurupa Valley does evaluate and recommend fair share compensation for other jurisdictions when traffic impact analyses for private projects indicates such impacts (e.g., Space Center Industrial Project EIR).



April 12, 2017

LETTER C-3

Mr. Ernest Perea, CEQA Administrator  
City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509-5183

RE: Comments on the City of Jurupa Valley General Plan Draft Environmental Impact Report

Dear Mr. Perea,

The following are the City of Eastvale's comments on the Draft Environmental Impact Report (EIR) on the City of Jurupa Valley General Plan. We look forward to seeing a Final EIR which properly addresses the issues noted below.

### **Traffic Analysis Needs to Examine All Shared Roadways**

Although several roadways connect Eastvale and Jurupa Valley, the only two roads analyzed in the City of Jurupa Valley General Plan Traffic Study, by LSA Associates, inc. (traffic analysis) are Cantu-Galleano Ranch Road and Limonite Avenue. Missing from the analysis at their interface with Eastvale are the other roadways which provide connections:

- Mission Boulevard
- Riverside Drive
- Bellegrave Avenue (bridge over I-15 not addressed)
- 68<sup>th</sup> Street
- Schleisman Avenue (planned connection with the future Schleisman/I-15 interchange)

The EIR needs to address traffic impacts on all of these roadways.

### **Future Schleisman Road Interchange**

As stated in Eastvale's comments regarding the Draft General Plan last month (attached), the future interchange at Schleisman Road and the I-15 is not included in the General Plan even though it is included in the Riverside County and the City of Eastvale General Plans, is included

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in regional transportation plans prepared by the Southern California Association of Governments, and is on the official list of projects to be funded by WRCOG's TUMF fee program.

At General Plan Buildout, Limonite Avenue at the I-15 interchange is projected to carry more than 61,000 vehicles per day. Based on the projected traffic volume, another connection to Interstate 15 is needed to meet the future travel demands. Schleisman Road is needed to relieve the traffic from Limonite Avenue.

We suggest that the City of Jurupa Valley revise its planned circulation system to include the future Schleisman Road interchange, and include this connection in the traffic analysis for the General Plan.

If the City of Jurupa Valley decides to ignore this important interchange and the regional and local plans that rely on this interchange and remove the Schleisman Road interchange from its planned transportation system, the EIR's traffic model should analyze the effects of this change on the regional roadway system, including the diversion of future traffic to Limonite Avenue and other alternatives to Schleisman Road.

### **Cantu-Galleano Ranch Road**

Interstate 15 northbound and southbound ramps at Cantu-Galleano Ranch Road were analyzed. It was determined that currently, the intersection southbound and northbound ramps operate at LOS B and C, respectively, during the PM peak hour. At General Plan Buildout the intersection of Cantu-Galleano Ranch Road at Interstate 15 southbound ramp and northbound ramps will operate at LOS C and B, respectively, during the PM peak hour. Therefore, no additional analysis is needed.

Likewise, the segment of Cantu-Galleano Rancho Road between Interstate 15 southbound and northbound ramps has a current LOS of C. At General Plan Buildout, Cantu-Galleano Ranch Road between the southbound and northbound ramps, based on a six lane roadway, will operate at a LOS C.

While Cantu-Galleano Ranch Road is projected to operate at a satisfactory level of service, it may be negatively impacted if the Bellegrave Avenue bridge remains undersized or the Schleisman Road Interchange is not built. **Limonite Avenue**

Currently, the intersections of Limonite Avenue at Interstate 15 southbound and northbound ramps operate at LOS C for both intersections during the PM peak hour.

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At General Plan Buildout, the intersections of Limonite Avenue at Interstate 15 southbound and northbound ramps will operate at LOS D and F, respectively, during the PM peak hour. This is calculated with no additional lanes assumed.

The roadway segment of Limonite Ave between Interstate 15 southbound and northbound ramps has a current LOS of E, which means it operates at an unsatisfactory level of service today.

At General Plan Buildout, the projected level of service for Limonite Avenue between the southbound and northbound ramps is LOS F. The projected traffic volume is 61,665 vehicles per day. The roadway capacity for a four lane major highway (the current bridge width) is 30,700 vehicles per day for LOS D. To provide a satisfactory level of service (LOS D) based on the General Plan Buildout, Limonite Avenue would need to have eight lanes.

In reviewing the list of intersection improvements in the City of Jurupa Valley, the improvements are limited to traffic signal installations, optimized signal timing, adding turn lanes, and restriping. No major widenings are planned to accommodate future travel demands.

The City of Jurupa Valley's proposed improvement to support the current Land Use Element for a projected LOS F based General Plan Buildout (2035) is to optimize the signal timing at the Interstate 15 southbound and northbound ramps on Limonite. This is not compatible with the City of Eastvale and the County of Riverside plan to widen Limonite Avenue and to construct new ramps to eliminate the left turn movements.

The traffic analysis does not recognize or discuss the planned Interstate 15/Limonite interchange improvements that are under final design and will be ready for construction when funding becomes available. Limonite Avenue must have additional lane capacity to meet the future travel demands.

Optimizing the traffic signal timing on Limonite Avenue at the I-15 southbound and northbound ramps is not an acceptable improvement to meet the projected traffic volume of more than 61,000 vehicles per day at General Plan Buildout. Without the planned interchange improvement at Interstate 15/Limonite Avenue, the level of service will deteriorate to LOS F at General Buildout. Simply adjusting the traffic signal timing will not reduce congestion and travel time. At best, signal timing optimization only adds 3 to 5 % roadway capacity. Adding lanes and constructing new ramps to eliminate left turn movements, as planned, will improve the LOS to reduce impacts to less than significant levels.

The EIR must address the planned interchange improvements at Limonite Avenue/I-15, including an eight-lane bridge and the elimination of left-turn movements.

Thank you for this opportunity to comment. If you would like to meet to discuss these comments, please let me know.

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Sincerely,

A handwritten signature in cursive script that reads "Cathy Perring". The signature is written in black ink on a light-colored background.

Cathy Perring

Assistant Planning Director  
City of Eastvale

Cc: Michele Nissen, City Manager  
Eric Norris, Planning Director  
Joe Indrawan, City Engineer

## RESPONSES TO LETTER C-3

### City of Eastvale (2<sup>nd</sup> Letter)

**Response to Comment 1.** The following information is similar to the Response to Comment 2 in the City of Eastvale's first comment letter on the EIR:

Roadway	Eastvale	Jurupa Valley	Comments
Mission Blvd.	NWG	153'	This roadway has an existing width within Eastvale that is sufficient to carry traffic at levels similar to that in Jurupa Valley to the east as it travels beneath the I-15 Freeway. There does not appear to be any conflict at this time.
Riverside Drive	100'	153'	Despite the numerical difference, the traffic impacts are minimal because the road has a long transition under the I-15/SR-60 interchange ramps which will be able to accommodate the change in number of travel lanes. Widening this roadway would not be consistent with the General Plan's overall policy of maintaining its rural character. In his regard the City is not planning on expanding every major road to accommodate future traffic.
Bellegrave Ave.	118'	Local-NWG	Data on this roadway was inadvertently left out of the Mobility Element maps, but it will be corrected in the Final Element. The roadway is a Major Street at 118' wide with 4 travel lanes. Regarding the bridge over the I-15 Freeway, it currently has 2 lanes over the freeway and 2 travel lanes on the east side (Jurupa Valley) and width for 4 lanes on the west side (Eastvale) although at present only 2 travel lanes are constructed and striped to the west. At some point in the future, this bridge could be expanded to 4 lanes and connected to 4 travel lanes to the west in Eastvale. At this time east of the freeway Jurupa Valley is not planning on widening this roadway to be consistent with the General Plan's overall policy of maintaining its rural character and not simply expanding every major road to accommodate future traffic.
68 <sup>th</sup> Street	118'	100'	This roadway would have a similar number of travel lanes despite the slight differences in roadway widths so the traffic impacts would be minimal from these differences.
Schleisman Road/Ave. and Interchange	152'	RGP	See Response to Comment 2 for more specific information regarding roadway and interchange.

NWG = no width given

RGP = removed from the General Plan

Jurupa Valley will continue to work with the City of Eastvale to assure smooth transitions in roadway widths at their mutual boundaries to the degree practical or necessary. At this time there appears to be no substantial justification for re-running the City-wide traffic model based on comments by the City of Eastvale.

**Response to Comment 2.** The Schleisman Road interchange in the I-15 Freeway is no longer considered a viable build option by WRCOG which is why it was left out of the City's traffic model. If extended east of the I-15 Freeway Schleisman Road would pass through the floodway of the Santa Ana River so the City has no plans at this time to construct an eastern extension of Schleisman Road/Avenue. The City-wide traffic model and traffic projected for Limonite Ave. already take into account having no future I-15 interchange at Schleisman.

**Response to Comment 3.** Cantu-Galleano Ranch Road has essentially the same width and the same number of travel lanes planned for each city (i.e., Eastvale = 152 feet wide and Jurupa Valley = 153 feet wide). There was no empirical data presented that would indicate expansion of the Bellegrave Ave. bridge is needed to prevent Level of Service impacts in excess of identified standards, and the City-wide traffic model already take into account having no future I-15 interchange at Schleisman Road and future traffic impacts on Limonite Avenue.

**Response to Comment 4.** Limonite Ave. would have essentially the same width and the same number of travel lanes planned for each city (i.e., Eastvale = 152 feet wide and Jurupa Valley = 153 feet wide). The planned interchange improvements were not included in the City traffic network or model runs at present because the improvements are not yet funded, which means it is speculative as to if or when they would actually be made. However, the City is willing to discuss incorporating the interchange improvements into the buildout roadway network and a future run of the City-wide traffic model at some point after any other planned changes to the roadway and intersection network have been agreed upon by the City of Jurupa Valley.

**Response to Comment 5.** The City of Jurupa Valley looks forward to continued communication and coordination with the City of Eastvale regarding roadway planning. The City may make minor modifications to the City-wide traffic network based on comments by the Planning Commission and City Council. At that time, full improvements to the I-15/Limonite Ave. Interchange could be added to the traffic network and model run if specific timing and funding information was available at that time. At this time, none of the information on other roadways provided in the City of Eastvale's two EIR comment letters appears to require changes to the City-wide traffic network and thus would not need to be included in a subsequent run of the City-wide traffic model.



P.O. Box 79222  
Corona, CA 92877

LETTER D-1

March 11, 2017

VIA EMAIL

Jurupa Valley Planning Department  
8930 Limonite Avenue  
Jurupa Valley, California 92509  
Mary Wright, Project Manager  
[mwright@jurupavalley.org](mailto:mwright@jurupavalley.org)  
[wright@civicsolutions.com](mailto:wright@civicsolutions.com)  
Ernest Perea, CEQA Consultant  
[eperea@jurupavalley.org](mailto:eperea@jurupavalley.org)

**SUBJECT: COMMENTS ON JURUPA VALLEY GENERAL PLAN EIR**

To whom it may concern:

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Jurupa Valley General Plan. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

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**1.0 Summary**

As we understand it, the proposed General Plan will replace the City's current General Plan which follows the Riverside County General Plan. The proposed Genral Plan is the City's first locally prepared General Plan. The proposed General Plan amends a portion of the 2008 Riverside County General Plan and supplements it with additional information, policies and programs as needed. The City of Jurupa Valley intends to complete a more extensive update of the General Plan in 5–10 years.

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## 4.2 - Agriculture and Forestry Resources

### 4.2.5.1 Existing Zoning and Williamson Act

The EIR states that County records show two properties in the southwest portion of Jurupa Valley (275 acres total) have Williamson Act contracts but the contracts were recently canceled as part of two proposed projects - CV Communities and Stratham Homes. However, the County records for either the former Williamson Act contracts or their cancellation is not included for public review. The records are also not listed in Section 8.0 References either. The EIR does not indicate if the proposed projects were approved, denied, or developed which may have an impact on the cancellation or activation of the Williamson Act contracts. CEQA § 15150 (f) states that incorporation by reference is most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of the problem at hand. The County records mentioned contribute directly to the analysis of the problem at hand and should be included for public review and confirmation that the contracts are cancelled, especially when the EIR does not disclose the status of the proposed projects at the their respective properties. Not including the County records for public review is in violation of CEQA § 15150 (f).

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Figure 4.2.1 Farmland in Jurupa Valley is provided to show the location of farmland in the City. However, the EIR does not provide a map showing each farmland area with the new designation of Open Space, Rural or a map showing the new designation and the surrounding area which may also have new General Plan land use designations. The compatibility of agricultural uses and their surrounding uses is vital to analyze the adequacy of the new Open Space, Rural designation for preserving and encouraging agricultural uses to remain.

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Further, the EIR states that the 2017 General Plan will include agricultural lands under the Open Space, Rural category. The EIR continues by stating that "once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have

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any agricultural zones”. It is clear that the agricultural zoning designation will be removed. However, the EIR continues by stating that the proposed removal of the agricultural zones is consistent with the following 2017 General Plan Policy:

LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.

The new Open Space, Rural designation describes itself as “applied to remote, privately owned open space areas with limited access and a lack of public services”. This does not describe or mention prime farmlands, conserving agricultural lands, or the agriculture productivity of the Jurupa Valley soils. There is no explanation demonstrating the correlation between the removal of the agricultural designation and encouraging the conservation of agricultural lands. The EIR should be revised to provide information regarding the consistency between changing the designation from exclusively Agricultural Use to Open Space, Rural and encouraging farm land.

*Figure 2-8 Land Use Changes in 2017 General Plan* included in the Draft General Plan does not show the proposed changes to existing agricultural land. The Draft General Plan and its EIR are inadequate as informational documents in violation of CEQA’s requirements for meaningful disclosure to the public and decision makers.

### 4.3 - Air Quality

#### 4.3.5.1 - Operational Emissions

*Table 4.3.G: VMT Estimates for Existing and Future Land Uses in the City* estimates that General Heavy Industry uses will increase by 30.9% by 2035 and General Light Industry uses will increase by 19.9%. The EIR states that overall VMT will not increase as fast as ADT even though Industrial/Warehousing uses will increase. The EIR makes the assumption that since residents will possibly live closer to work and shopping centers, fewer VMT will result. However, the EIR is silent regarding the increased VMT from industrial truck shipping traffic from the Ports of Los Angeles and Long Beach as well as other major shipping centers. Table 4.10(A) of the Land Use section also indicates that 25.9% of the industrial land area is vacant while only 22.2% of the Residential land is vacant. It is clear that the City will experience high levels of industrial growth. The Air Quality Analysis of the EIR is misleading to the public and decision-makers by not discussing the increased VMT from industrial traffic and should be revised to include such discussion.

Further, the ADT estimate only assumes weekday trips. Industrial and commercial business operate 24/7 and accept deliveries and send out new shipments on the weekend as well. Residents of the City that happen to work in the City as well are likely to make trips to grocery stores, dry cleaners, hair salons, restaurants, etc on the weekends. The ADT must be updated to include weekend trips for residential and non-residential uses.

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#### 4.10 - Land Use and Planning

##### 4.10.5.2 - Conflict with Applicable Land Use Plans, Policies, or Regulations (Local)

The EIR states that “no warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the Mira Loma Warehouse and Distribution Center Overlay” area. However, Figures 2-7 and 2-8 of the draft General Plan identify two sites that will be changed to the Business Park - Specific Plan designation. It is not stated which two specific plans these sites are under (if any currently exists) but it is apparent that the Thoroughbred Farms Specific Plan is located south of one of the sites - east of the 15 freeway, south of Cantu-Galleano Ranch Road and north of Bellegrave Avenue - but is not proposed to be changed to BP-SP. Thoroughbred Farms Specific Plan is an adopted Business Park Specific Plan but the project site is not identified on Figure 2-7 of the General Plan as a BP-SP designation even though there is a specific plan. The EIR should be revised to include analysis regarding not changing the General Plan designation for this site in addition to whether or not specific plans are in place or proposed at the two sites identified.

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Further, the Thoroughbred Farms SP permits warehousing and distribution centers with a CUP. The proposed General Plan requirement for no warehousing or distribution centers outside of the Mira Loma Warehouse and Distribution Overlay conflicts with the existing Thoroughbred Farms SP, which will result in nonconforming uses. The EIR does not discuss this information or provide any analysis of the potential impacts this may cause. Further, all existing warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities outside the Mira Loma Warehouse and Distribution Center Overlay would be considered nonconforming uses and this is not addressed in the EIR either. The EIR also does not discuss the possibilities of increased traffic to the potentially nonconforming sites. It’s likely that restricting warehousing in the City would increase traffic to the existing facilities because they are the only ones available.

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## 4.16 - Transportation and Traffic

### 4.16.7 - Cumulative Impacts

The EIR determines that significant and unavoidable impacts will occur with respect to transportation and traffic. However, not all potential impacts were addressed in the analysis. The EIR does not discuss the potential for the existing nonconforming warehousing facilities to have increased traffic to their locations. The traffic would be focused at the intersections/highways surrounding the existing facilities and could predictably increase truck traffic to these facilities as a destination. The EIR should address the possibility of increased traffic at these locations as part of the traffic analysis.

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## 6.0 - Alternatives

### 6.2 - Alternatives Considered but Not Analyzed Further

The EIR states that none of the potential “all non-residential growth” alternatives was studied further because it would create incompatible uses adjacent to each other. However, the policies of the General Plan Land Use chapter provide for mitigation measures when industrial/commercial development is proposed near residential uses. This includes (but is not limited to):

EJ 2.2 Sensitive Land Use Buffers. Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping or other measures as necessary to minimize air quality impacts.

EJ 2.3 School Buffers. Provide adequate buffers between schools and industrial facilities and transportation corridors.

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EJ 2.5 Residential Buffers. Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.

EJ 2.8 Separation of Uses. Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety.

LUE 2.6 Buffering. Require setbacks and other design elements to buffer residential units from the impacts of abutting agricultural, roadway, commercial, and industrial uses to the maximum extent possible.

LUE 5.19 Open Space. Provide open space areas within village centers, such as plazas or parklets, to provide visual relief from the urban environment, to form linkages to other portions of the City, and to serve as buffers from incompatible uses.

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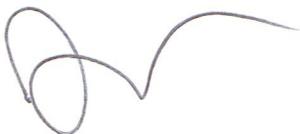
The EIR should have analyzed the potential impacts or reduction to impacts that the all non-residential growth alternative would generate because policies of the General Plan provide mitigation measures through project design. Further, an alternative with increased residential uses and reduced industrial/commercial uses should have been analyzed in order to determine the potential impacts or reduction to impacts of such an alternative.

### **Conclusion**

For the foregoing reasons, GSEJA believes the EIR is flawed and an amended EIR must be prepared for the proposed General Plan and recirculated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

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Sincerely,



Joe Bourgeois  
Chairman of the Board  
Golden State Environmental Justice Alliance

## RESPONSES TO LETTER D-1

### Golden State Environmental Justice Alliance

**Response to Comment 1.** As a note for future correspondence, it would be helpful if in the beginning of the letter the commenter provided some background information on its charter or mission, general membership and relationship to the City of Jurupa Valley, etc. As written, there is no context within which the comments are made. However, the City will include this organization on its public notification list for this project.

**Response to Comment 2.** The commenter is correct that the 2017 General Plan replaces the City's current General Plan which is based on the Riverside County General Plan. Although originally considered an "Interim Plan" it has since evolved into a comprehensive first General Plan for the City of Jurupa Valley for the foreseeable future.

**Response to Comment 3.** The information on the status of the two properties recently under Williamson Act contracts came from the Riverside County Farm Bureau and the Riverside County Geographic Information Services (GIS) department. Since the cancellation of these contracts has already occurred, the City determined that further information regarding the cancellation of these contracts was not needed as "backup" for the DEIR appendices or references. The commenter is incorrect that providing County data/documentation on Williamson Act Contract cancellations is required to comply with CEQA. The EIR already provides information at a programmatic level as is required by CEQA for General Plan EIRs, and data from the County indicated the Williamson Act contracts on both these projects had already been cancelled or were in the process of being cancelled to allow for future development, consistent with State law. Further reference to the cancelled Williamson Act contracts is not necessary under CEQA Guidelines § 15150(f) as the fact of their cancellation already has been established. The commenter has not presented any data or evidence that would contradict or conflict with that conclusion. If the commenter's arguments were correct, then information on all previous County actions on development plans within the City (i.e., prior to City General Plan approval) would have to be provided to fully document their current status as well, which is not required under State General Plan law or CEQA.

**Response to Comment 4.** Figure 4.2.1 of the General Plan EIR clearly identifies the various categories of state-designated farmland within the City but does not make any specific commitment or statement that lands previously identified as agriculture under the County General Plan, or that were currently in agricultural use, would in any way be preserved or formally protected as agriculture in the future. State law does not require the City to preserve the agricultural land use or zoning designations of the current County General Plan. As a result of the City's extensive public input process and discussion of community-wide issues, the City's General Plan opts not to preserve existing agricultural uses or land underlain by prime agricultural soils by designating such lands with an open space or agricultural land use or zoning designation. Rather, the policies of the General Plan encourage agricultural uses to continue as long as they are economically feasible for landowners. The General Plan also firmly establishes the right of property owners to farm even if surrounding land owners or occupants object to farming activities (i.e., "right to farm")(see also Response 5 below).

The City is part of an area that was once rural (i.e., western Riverside County) with extensive farming, but is transitioning to more urbanized/suburbanized uses. In such areas, agricultural uses eventually become impractical or economically infeasible as land prices, water costs, land use conflicts, etc. naturally increase over time as development occurs and eventually surrounds active farmland. The City General Plan allows for this process to occur, but does not permanently preserve agricultural uses or preclude land from transitioning to more urbanized uses when so desired by the landowner. Therefore, it is not accurate or appropriate to provide a map showing existing agricultural uses as actually designated as or zoned for Open Space Rural.

To clarify this issue, the following correction will be indicated in Section 3, *EIR Errata and Additions*:

**(DEIR page 4.2-8)** The 2017 General Plan includes agricultural lands that were classified in the County General Plan under the “Open Space, Rural” land use category. Most residents and land owners have expressed a strong desire for land in the City to be designated for suburban-type uses, but ongoing agricultural activities should be encouraged to continue as long as the land owner desires it and if they are economically feasible. Once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have any agricultural zones.

The EIR clearly identifies the eventual loss of prime agricultural land as a significant environmental impact under CEQA, which cannot be feasibly mitigated at the local level. The City will have to adopt a Statement of Overriding Considerations for this impact if it approves the 2017 General Plan. For additional information, the reader should also refer to Response 5 below regarding specific General Plan goals, policies, and programs related to agricultural land uses. These General Plan goals, policies, and programs are intended to help prevent conflicts between agriculture and adjacent non-agricultural uses wherever they may occur in the City, so no specific mapping of existing properties used for agriculture is needed for this analysis.

**Response to Comment 5.** City General Plan policy LUE 1.3 does encourage conservation of prime farmland but does not state the City will establish specific land use or zoning designations for farmland, nor does it state such lands will be preserved in perpetuity, as shown in the various General Plan goals, policies, and programs shown below (DEIR page 4.2-9):

#### **Conservation and Open Space Element**

##### **Goal**

COS 4 Accommodate and encourage expansion of agricultural activities.

##### **Policies**

- COS 4.1 Use agricultural land conservation programs to improve the viability of farms.
- COS 4.2 Discourage the conversion of productive agricultural land.
- COS 4.3 Encourage placement of uses compatible with agriculture on adjacent land.

##### **Programs**

- COS 4.1.1 Encourage landowners to use farmland preservation and protection programs.
- COS 4.1.2 Encourage sustainable agricultural activities to minimize land use conflicts.

#### **Land Use Element**

##### **Policies**

- LUE 1.3 Encourage conservation of Prime Farmland and productive agricultural lands.
- LUE 1.4 Adhere to the Riverside County Right-To-Farm Ordinance.

The statement in the DEIR merely meant the acreages previously assumed for agriculture under the County General Plan and zoning would be incorporated into the Open Space Rural designation in terms of recordkeeping. It appears the commenter was misinterpreting the General Plan and DEIR statements in this regard. Additional related discussion is provided in Responses 4 above and 6 below.

**Response to Comment 6.** Figure 2-8 of the General Plan does in fact show that the existing lands used for agriculture will be designated and eventually developed for various suburban land uses as outlined in the Land Use Element and the City’s Land Use Plan. The Plan is not required to show specific changes from existing to future agricultural uses (i.e., the General Plan and zoning do not contain any specific agricultural designations or zones). The DEIR is adequate and does not violate

CEQA because the DEIR explains the existing conditions regarding agricultural land and uses and indicates how those lands will eventually transition to suburban land uses in the future.

**Response to Comment 7.** The Vehicle Miles Traveled (VMT) information provided in Table 4.3.G does include trip generation for warehousing including logistics facilities that will access the regional ports (including the Ports of Los Angeles and Long Beach), and the regional traffic model (RIVTAM) that was used to develop the City-wide traffic model takes these types of trips and appropriate trip lengths into account when estimating future roadway, intersection, and freeway impacts. DEIR pages 4.3-18 and 19 state the following:

“The State Office of Planning and Research (OPR) has not yet issued final guidance on how VMT is to be calculated in reference to significance determinations in CEQA documents, and SCAG has not issued baseline community-level VMT information upon which to prepare a VMT analysis under SB 375. However, the following information will provide a baseline against which future VMT assessments can be measured.”

The commenter is correct that the General Plan anticipates the City will experience substantial growth in industrial and other non-residential uses which will in turn provide substantial growth in jobs in the future along with additional traffic. However, the City is currently considered to be “housing rich” and “jobs poor”, which means that increases in jobs in excess of increases in housing in the future will help improve the City’s jobs/housing balance. Within Jurupa Valley this would eventually lead to reductions in trip lengths by workers who live in the City as more jobs are added to the City and some portion of local workers find employment within the City, thereby reducing their regional commuting. This is a major regional goal of the SCAG regional planning documents outlined in the DEIR (e.g., Regional Mobility Plan) because it will also reduce regional VMT by providing more jobs in housing rich areas. That is not to say every new job created in the City will be held by City residents, but the overall long-term goals of SCAG, as outlined in its adopted plans, are based on this regional strategy (i.e., improving jobs/housing balance in housing rich areas and vice versa) which will ultimately benefit the region as a whole, including the City of Jurupa Valley. The 2017 General Plan is consistent with this regional planning goal.

**Response to Comment 8.** The City-wide traffic model assumes average daily trips although the peak hour impacts are assumed to be weekday periods because that is when the greatest impacts are felt on local roadways and intersections. The commenter is conflating project-level data with programmatic-level data. The General Plan DEIR is a programmatic document that evaluates the impacts of General Plan goals and policies and the general effects to development in the future (i.e., consistent with those goals and policies). CEQA will require more specific project-level data when specific development is proposed on specific properties in the future, including industrial projects in proximity to residential uses. The commenter is incorrect in stating that the traffic model must be updated to include weekend trips. The model already looks at daily (weekday) and peak hour traffic impacts as those are the “worst case” times when traffic will be greatest (i.e., weekday when workers are commuting to and from work and students are being taken to and from school). An analysis of weekend traffic would only be required in the future for a project that specifically generates weekend traffic rather than typical worst case weekday traffic. The traffic data and analysis in the City-wide traffic model is appropriate for the programmatic nature of the General Plan DEIR.

**Response to Comment 9.** The commenter is conflating project-level data with programmatic-level data. The General Plan DEIR is a programmatic document that evaluates the impacts of General Plan goals and policies and the general effects to development in the future (i.e., consistent with those goals and policies). CEQA will require more specific project-level data when specific development is proposed on specific properties in the future, including the two Business Park Specific Plans identified by the commenter. It should also be noted that the types of approved land uses such as Specific Plans referred to by the commenter were incorporated into the appropriate Traffic Analysis Zones (TAZs) of the City-wide traffic study prepared for the General Plan (see DEIR Appendix K).

**Response to Comment 10.** The DEIR text cited by the commenter was actually a small part of a more extensive policy in the Land Use Element that attempts to deal with existing and future warehousing in the City. The following text provides the full citation from the DEIR (pages 4.10-24 and 25) which itself is a direct quote from the General Plan Land Use Element:

**Mira Loma Warehouse and Distribution Center Overlay**

The Mira Loma Warehouse and Distribution Overlay is located in the northwest section of the City and consists primarily of large logistics warehouses with storage, loading, and shipping facilities and industrial/manufacturing properties. The area has a high concentration of commercial and industrial truck traffic, and includes some small-scale retail commercial and services adjacent to a small residential neighborhood.

This overlay is designed to limit the locations of logistics and other similar supply-chain uses to the Mira Loma Warehouse and Distribution Center Overlay area. Its boundaries are shown in *Figure 2-9*.<sup>1</sup> These uses generate a greater concentration of industrial truck traffic than other typical manufacturing uses, and thus generate significant environmental impacts on air quality, noise, and traffic.

**Policies**

**LUE 5.42 Permitted Uses.** Permit warehousing and distribution uses, logistics, and other goods storage facilities in the Business Park, Light Industrial, and Heavy Industrial land use designations only in the following area:

*The area in Mira Loma defined and enclosed by these boundaries: San Sevaine Channel from Philadelphia Street southerly to Galena Street on the east, Galena Street from the San Sevaine Channel westerly to Wineville Road on the south, Wineville Road northerly to Riverside Drive, then Riverside Drive westerly to Milliken Avenue, then Milliken Avenue north to Philadelphia Street on the west, and Philadelphia Street easterly to the San Sevaine Channel on the north.*

*This policy shall not apply to firms that only store goods that are manufactured or assembled on-site. In such a case, the use shall be evaluated based on the underlying general plan land use designation, and any potential impacts on the community from diesel and other hazardous emissions, traffic generation, local existing land use compatibility, and other environmental and socioeconomic concerns. Any manufacturing project proposal outside the aforementioned area that is in excess of 200,000 square feet in size shall be required to obtain a Conditional Use Permit from the City. No warehouses, distribution centers, intermodal transfer facilities (railroad to truck), trucking terminals, or cross dock facilities shall be allowed outside the aforementioned area.*

Policy LUE 5.42 addresses future land uses and refers to new Business Park, Light Industrial, and Heavy Industrial land uses. Land uses that have already been approved, such as the projects referred to by the commenter, are allowed and were taken into account when preparing the City-wide traffic study. For example, the Thoroughbred Farms Specific Plan is a legal zoning document and land use plan that has already been taken into account in the City-wide traffic model completed for the 2017 General Plan. The statement quoted by the commenter was not intended to limit approved land uses, and any future uses that have not been evaluated under CEQA for air quality and other impacts related to trucking will be evaluated when specific development is proposed. The

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<sup>1</sup> Figure 2-9 of the draft 2017 Jurupa Valley General Plan Land Use Element

programmatic nature of the General Plan DEIR allows for the evaluation of project-specific impacts at the appropriate time (i.e., in the future when specific development is proposed on a specific property) as required under CEQA. Again, the City-wide traffic model took into account approved uses that may allow warehousing, but future development will require more specific analysis under CEQA.

**Response to Comment 11.** Response 10 above in part addresses the commenter's concern about future warehousing that may be built outside of the Mira Loma area. If warehousing were part of a previously approved project, then it would not be non-conforming as suggested by the commenter. Instead, such development would have more focused traffic, air quality, and other environmental studies prepared as part of its project-specific CEQA process. It is not possible for a programmatic General Plan DEIR to evaluate potential future project-level impacts such as those suggested by the commenter.

**Response to Comment 12.** CEQA requires the development and evaluation of reasonable alternatives, not all possible alternatives. The City currently has 2,866 acres of vacant land designated for residential land uses under the County General Plan, and 1,628 acres of vacant land designated for non-residential uses (DEIR Table 3.A). It would be unreasonable to assume the City would re-designate all currently vacant land that is designated for residential uses for all non-residential uses. The commenter is correct that the General Plan does establish or suggest a variety of buffers or other methods of separating potentially incompatible land uses. While such a change could generate substantially more jobs depending demand for non-residential development, it would substantially reduce any anticipated future population or housing growth that may occur within the City, reducing potential future tax revenues specifically related to new residences and new residents that would not be generated by new businesses or new employees. The commenter has offered no reasons why a shift to all non-residential land uses on vacant land represents a reasonable land use alternative or would meet the goals and objectives of the General Plan.

The commenter's suggestion about increasing residential uses relative to non-residential uses would work against the regional planning goal of increasing jobs/housing ratio in areas that are housing rich (i.e., like Jurupa Valley). Community input during the early phases of General Plan development indicated residents wanted less future growth of residential uses and at lower densities than might be desired under state housing goals, so such a land plan may not necessarily represent a reasonable alternative for analysis in this DEIR. The City believes it has evaluated a reasonable range of alternatives in this DEIR.

**Response to Comment 13.** The organization will be provided with notice of future hearings or opportunities to comment as part of the CEQA process. However, the commenter is also listed as the President of the Social Environmental Justice Alliance so the commenter may want to clarify if there is any overlap with that organization so as not to cause confusion with future notices.

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March 20, 2017

**City of Jurupa Valley**

Attn: Annette Tam, Senior Planner  
8930 Limonite Avenue  
Jurupa Valley, California 92509  
[atam@jurupavalley.org](mailto:atam@jurupavalley.org)  
[tmerrell@jurupavalley.org](mailto:tmerrell@jurupavalley.org)  
[eperea@jurupavalley.org](mailto:eperea@jurupavalley.org)

LETTER D-2

**DUDEK**

Attn: Carey Fernandez, Project Manager  
605 Third Street  
Encinitas, California 92024

**RE: DRAFT Emerald Ridge Environmental Impact Report**

Dear Ladies and Gentlemen,

I am writing regarding the above referenced Draft Emerald Ridge Environmental Impact Report. The Sections copied below list nearby approved projects that must be considered within the cumulative impact analysis. You seem to have missed a large approved project that is within about ½ mile from your project and has direct impacts on the Rubidoux Blvd intersection with the I-60 Freeway. This is an approved Specific Plan with a certified EIR. It consists of approximately 1,000 residential lots, 200,000 square feet of retail space and a 25 acre Church site. Attached are copies of the EIR certification information.

**3.6.2 Methodology**

*According to Section 15130(b) of the CEQA Guidelines, cumulative impact analysis may be conducted and presented by either of two methods: (1) a list of past, present, and probable activities producing related or cumulative impacts; or (2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. With the exception of the impact analyses of air quality and greenhouse gas emissions, the cumulative list approach has been utilized in the cumulative analysis presented for each environmental topic area analyzed in Chapter 4. Air quality and greenhouse gas emissions cumulative impacts have been evaluated using the summary of projections method because impacts can only be analyzed on a broad, area-wide scope, and in a cumulative context.*

**3.6.3 Cumulative Projects List**

*Pursuant to CEQA Guidelines Section 15130(b)(1)(A) this EIR uses “a list of past, present, and probable future projects producing related or cumulative impacts.” The list of cumulative projects under consideration for this analysis is presented in Table 3-1. The cumulative projects are also shown in relation to the project site in Figure 3-7.*

1

I believe that the CEQA Guidelines that you cite would require you to include this information in your study. I am one of the owners within the Emerald Meadows Specific Plan so if you need detailed information about the project, I will be happy to provide that to you.

↑  
1

Sincerely,  
**RTE 60, LLC**



Jim Stockhausen

CC: Greg Lansing

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

713B



**FROM:** TLMA - Planning Department

**SUBMITTAL DATE:**  
August 25, 2005

**SUBJECT:** GENERAL PLAN AMENDMENT NO. 679 / CHANGE OF ZONE NO. 6893 / SPECIFIC PLAN NO. 337 - EIR NO. 473 - Applicant: EMR Residential Properties, LLC., County of Riverside EDA - Engineer / Representative: JHA Consulting Inc. - Second Supervisorial District - Rubidoux Zoning District - Jurupa Area Plan - Location: North of 34<sup>th</sup> Street, south of the I-60 Freeway, east of Rubidoux Boulevard, and west of Santa Ana River - 278.45 Acres - Zoning: Light Agriculture (A-1), Limited Multiple-Family Dwellings (R-2A), Multiple Family Dwellings (R-2), One-Family Dwellings (R-1), Watercourse, and Watershed and Conservation Areas (W-1) - REQUEST: To amend the General Plan Land Use Designation of the subject site from Light Industrial, Medium High Density Residential, Recreation, Commercial Retail, water, and Very High Density Residential within the Jurupa Area Plan, to Medium, Medium-High, High, Very High Density Residential, and Commercial Retail. Change the zone of the subject property from Light Agriculture (A-1), Limited Multiple Family Dwellings (R-2A), One-Family Dwellings (R-1), Multiple Family Dwellings (R-2), Manufacturing Service Commercial (M-SC), General Commercial (C-1/C-P), and General Residential (R-3) to Specific Plan (SP). To master plan 278.45 acres in the Jurupa Redevelopment Area. The proposal includes 1,196 residential units, with housing types varying from clustered developments to 5,000 minimum square foot lots. The plan includes 17.5 acres of park, 20.4 acres of commercial property, 12 acres of school facilities and 25 acres for religious facilities.

Departmental Concurrence

**RECOMMENDED MOTION:**

The Planning Department recommended Approval; and,  
**THE PLANNING COMMISSION BY A VOTE OF 3-0, (Commissioner Petty and Commissioner Porras absent) RECOMMENDS:**

**CERTIFICATION** of **ENVIRONMENTAL IMPACT REPORT NO. 473**, which has been completed in compliance with the EIR guidelines and the riverside County Rules to Implement

*Michael James Porras*  
Robert C. Johnson  
Planning Director

RCJ:sn

REVIEWED BY REGULATIVE OFFICE  
*Samuel D. Taylor*  
DATE 8/29/05

**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Tavaglione, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is tentatively approved as recommended with a condition that when it comes back for the first tract, the developer make every effort to acquire two properties by friendly acquisition, and try to eliminate going by eminent domain, and that staff is directed to prepare the necessary documents for final action.

Ayes: Tavaglione, Stone, Wilson and Ashley  
Nays: Buster  
Absent: None  
Date: September 13, 2005  
xc: Planning, Co.Co., Applicant

Nancy Romero  
Clerk of the Board  
By: *Nancy Romero*  
Deputy

**Prev. Agn. Ref.**

**District: Second | Agenda Number:**

16.2



OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

## General Plan Amendment No. 679 / Specific Plan No. 337 / Change of Zone Case No.

**SCH Number:** 2004031007

**Type:** NOD

### Project Description

To amend the General Plan Land Use Designation of the subject site from Light Industrial, Medium High Density Residential, Recreat Retail, water, and Very High Density Residential within the Jurupa Area Plan, to Medium, Medium-High, High, Very High Density Residential, Commercial Retail. Change the zone of the subject property from Light Agriculture (A-1), Limited Multiple Family Dwellings (R-2A), Or Dwellings (R-1), Multiple Family Dwellings (R-2), Manufacturing Service Commercial (M-SC), General Commercial (C-1/C-P), and Ge (R-3) to Specific Plan (SP). To master plan 278.45 acres in the Jurupa Redevelopment Area. The proposal includes 1,196 residential housing types varying from clustered developments to 5,000 minimum square foot lots. The plan includes 17.5 acres of park, 20.4 acre commercial property, 12 acres of school facilities and 25 acres for religious facilities.

### Project Lead Agency

Riverside County Planning Department

### Contact Information

**Primary Contact:**

Grace Williams  
 Riverside County Planning Department  
 (951) 955-3626  
 4080 Lemon Street, 9th Floor  
 P.O. Box 1409  
 Riverside  
 CA, 92502-1409

### Project Location

County: Riverside  
 City: Riverside  
 Region:  
 Cross Streets: North of 34th Street, I-60 Freeway, Rubidoux Boulevard  
 Parcel No: 179-130-007,179-140-011,179-170-002,005;179-270-013,024,178-252-003,004,178-261-001,178-262-003,  
 Township: 6S  
 Range: 2W  
 Section: 4, 8,  
 Base: SBB&M  
 Other Location Info:

### Determinations

This is to advise that the  Lead Agency  Responsible Agency Riverside County Board of Supervisors has approved the project above on 10/4/2005 and has made the following determinations regarding the project described above.

1. The project  will  will not have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not made a condition of the approval of the project.
4. A Statement of Overriding Considerations  was  was not adopted for this project.
5. Findings  were  were not made pursuant to the provisions of CEQA.

**Final EIR Available at:** Riverside County Planning Department 4080 Lemon Street, 9th Floor Riverside, CA 92501

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**Date Received:** 10/17/2005

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**RESPONSES TO LETTER D-2**

**RTE 60, LLC (Emerald Meadows Representatives)**

**Response to Comment 1.** The project land use information referred to by the commenter was incorporated into the City-wide traffic model runs prepared by LSA Associates in support of the Mobility Element. It should be noted the comment letter referred to both the “Emerald Ridge Environmental Impact Report” and the “Emerald Meadows Specific Plan” however staff believes this comment is in relation to the Emerald Meadows project.

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### 3. EIR ERRATA AND ADDITIONS

Specific changes in DEIR text are shown in either ~~strikeout~~ (strikeout) where text has been removed or in double underline (underline) where text has been added. The applicable page numbers from the Draft EIR are also provided for easy reference. The following correction to the Draft EIR should be noted:

#### DRAFT EIR (GLOBAL CHANGES)

(1) Any reference to “less intense” or “lower intensity development” in the DEIR refers to 30 percent (not 20 percent) less development than under the proposed 2017 General Plan in terms of housing density (number of units or units per acre) or acres or square footage of new non-residential development. This is a global change that does not change the significance of any impacts identified in the DEIR.

(2) Any reference to SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the updated 2016 version not the older 2012 version.

#### Section 1: Executive Summary

**Section 1.4** (page 1-4) “...Lower Intensity Alternative that looks at ~~20~~ 30 percent less intensive...”

**Section 4.2.5.4** (page 1-5) “...based on market conditions, and impacts of this conversion process will be ~~less than~~ significant and unavoidable due to no feasible mitigation available.”

**Section 4.2.5.5** (page 1-5) “...remove 2,077 acres of land classified as farmland of local importance (i.e., not prime farmland) which is ~~not~~ considered a significant and unavoidable impact of General Plan implementation due to no feasible mitigation available.”

#### Table 1.A – Summary of Impacts and Mitigation

**(page 1-9)** Remove Section 4.7.5.3 Impact to the Proposed Plan from Global Climate Change...” from the Executive Summary because there is no Section 4.7.5.3 in the DEIR Section 4.7, *Greenhouse Gas Emissions...*”

**(page 1-13)** “...4.14.3.5 Schools...” should be 4.14.5.3 Schools

**(page 1-13)** Missing Section 4.14.5.4 Libraries.

4.14.5.4 Libraries: Project developers would be required to pay Development Impact Fees to offset project-related demand on existing library services. Fair share payment of infrastructure costs by project developers would ensure that newly proposed projects would not have an adverse impact on the availability of library services. These impact fees could also be used to fund construction or expansion of library facilities, if necessary, to reduce impacts. With implementation of the 2017 General Plan, anticipated impacts on library services would be less than significant.

#### Section 2: Introduction

##### Section 2.7.1 Notice of Preparation

The text of the footnote on the bottom of page 2-7 should be changed as following (typographical error):

The City’s Notice of Preparation 30-day public review period was from ~~May 13, 2014 to June 11, 2014~~ February 5 to March 6, 2016.

### Section 3: Plan Description

See global changes regarding lower intensity uses being 30 percent less intense than the proposed General Plan not 20 percent less intense.

### Section 4: Environmental Analysis

#### Section 4.1 Aesthetics

**4.1.8 Cumulative Impacts** (page 4.1-20). Change numbering to Section 4.1.6.

#### Section 4.2 Agricultural and Forest Resources

##### 4.2.5 Programmatic Impact Evaluation

###### 4.2.5.1 Existing Zoning and Williamson Act

To clarify the current classification of agricultural land in the City, the following changes will be made to the DEIR text:

**(page 4.2-8)** The 2017 General Plan includes agricultural lands that were classified in the County General Plan under the “Open Space, Rural” land use category. Most residents and land owners have expressed a strong desire for land in the City to be designated for suburban-type used, but ongoing agricultural activities should be encouraged to continue as long as the land owner desires it and if they are economically feasible. Once the General Plan is adopted, it will no longer conflict with the County agricultural zoning because the City will no longer have any agricultural zones.

**Section 4.2.5.5** (page 4.2-13) “The conversion of farmland to non-agricultural uses was analyzed in Section 4.2.5.4 and ~~was determined to be a less than~~ impacts were determined to be significant and unavoidable there is no feasible mitigation to reduce impacts to less than significant levels.”

**Section 4.2.5.5** (page 4.2-14) “The previous Section 4.2.5.4 concluded this was a fundamental land use change for the area ~~but was not~~ considered a significant environmental impact. At a programmatic level, there are no mitigation measures needed for this transitional process other than implementation of the outlined General Plan goals, policies, and programs. That section concluded the conversion of farmland to non-agricultural use was a ~~less than~~ significant and unavoidable impact ~~and no mitigation is required since there is no feasible mitigation to reduce impacts to less than significant levels.~~ Conversely, Likewise, this section concludes...”

#### Section 4.5 Cultural Resources

**Section 4.5.5.3** (page 4.5-19). Change numbering to Section 4.5.5.4.

#### Section 4.6 Geology and Soils

**Sections 4.6.5.3 and 4.6.5.6** (pages 4.6-28 and 4.6-33) in reference to “COS 1.4”

Add “COS 1.4 Prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse on-site soils” to list of policies in discussion under Sections 4.6.5.3 and 4.6.5.6.

**Section 4.6** (page 4.6-35). Change numbering to Section 4.6.6.

#### 4.7 Greenhouse Gas Emissions and Climate Change

**Section 4.7.5.2** (page 4.7-30) “Table 4.13.C in Section 4.10 ~~4.13~~, *Population, Housing, and Employment*, indicates the City is projected to have a population of ~~426,000~~ 130,537 residents and ~~49,558~~ 50,089 employees by 2035. If the projected Buildout service population of the City (residents and workers) is multiplied by the efficiency target (~~175,538~~ 180,626 times 4.1), the City’s efficiency goal would be ~~749,706~~ 740,567 MT CO<sub>2</sub>e/yr.”

In addition, Tables 4.7.H and 4.7.J should be updated to incorporate the Service Population projections as indicated in Table 4.13.C in Section 4.13.

#### 4.8 Hazards and Hazardous Materials

**Section 4.8.7** (page 4.8-34). Change numbering to Section 4.8.6.

#### 4.9 Hydrology and Water Quality

**Section 4.9.5.1** (page 4.9-27) “CSSF 1.1.20...CSSF 1.1.21...CSSF 1.1.22...CSSF 1.1.1.3...CSSF 1.1.1.4” Change policy numbering to “CSSF 1.20...CSSF 1.21...CSSF 1.22...CSSF 1.1.3...CSSF 1.1.4”

**Section 4.9.5.2** (pages 4.9-27 and 4.9-28) “...not located downstream of or near any enclosed body of water and ~~could~~ would not be subject to a seiche during a seismic event.”

**Section 4.9.5.2** (page 4.9-28) “CSSF 1.5: Require projects to ~~mitigation~~ mitigate onsite geologic and related hazards.”

**Section 4.9.5.3** (page 4.9-30) “...on March 22, 2010, concluded export restriction could...”

**Section 4.9.5.6** (page 4.9-41) “...Open Space Element address ~~construction~~ operational-related water quality issues...”

#### 4.10 Land Use and Planning

**Global this section:** Any references to the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the newer 2016 RTP/SCS.

**Section 4.10.1.1** (page 4.10-8) ...”~~4,258~~ 4,494 acres or approximately ~~45.3~~ 16.1 percent of the City...”

**Section 4.10.7** (page 4.10-52). Change numbering to Section 4.10.6.

#### 4.11 Mineral Resources

**Section 4.11.7** (page 4.11-8). Change numbering to Section 4.11.6.

#### 4.12 Noise

**Section 4.12.5.2** (page 4.12-54) “Implementation of the ~~2017 General Plan~~ goals and policies of the 2017 General Plan will help...”

#### 4.13 Population, Housing, and Employment

*It should be noted the SCAG figures are based on regional trends, and the City projections are based on new housing, population, and employment added to existing figures which were calculated totally independent of SCAG regional projections (DEIR page 4.13-11).*

**Global this section:** Any references to the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) should be to the newer 2016 RTP/SCS. The population, households, and employment projections in this section do not rely on SCAG's RTP/SCS; rather, they rely on the Riverside County Transportation and Land Management Agency (RCTLA) and California Department of Finance (DOF), so the projected numbers do not necessarily need to be updated. However, any reference to SCAG's 2012 RTP/SCS should be updated to the 2016 RTP/SCS.

**Section 4.13.1.1** (page 4.13-1) "...The SCAG projects the City's population will grow to ~~403,700~~ 130,714 persons by the year 2020 and ~~426,000~~ 130,537 persons by the year 2035 (Table 4.13.A)."

**Section 4.13.5.1** (page 4.13-10) "In the coming years, the City is expected to add from ~~9,498~~ 10,032 to ~~43,140~~ 14,332 new residential units..." in order to maintain consistency with the rest of the DEIR.

#### 4.14 Public Services

**Section 4.14.5.2** (page 4.14-10) "The ~~2016~~ 2017 General Plan..."

#### 4.15 Recreation and Parks

**Section 4.15.5.1** (page 4.15-13) "The City currently has 126 acres of parkland, so the City has a deficit of ~~462~~ 364 acres of parkland."

**Section 4.15.6** (page 4.15-15) "For these reasons, implementation of the City's 2017 General Plan will not make a significant contribution to cumulatively adverse impacts to ~~cultural resources (with the recommended mitigation)~~ recreation and parks."

#### 4.16 Transportation and Traffic

**Global this section:** The width for Bellegrave Avenue was missing from the Mobility Element maps – it will be corrected in the final Element. It will be a Major Street with a width of 118' and 4 travel lanes.

**Section 4.16.6.2** (pages 4-16-71 and 4.16-72) "Projected growth by 2035 will result from conversion of a total of ~~4,258~~ 4,494 acres of now vacant land which is ~~15.3~~ 16.1 percent of the total City area. If development occurs at a regular pace, it would equal roughly ~~243 acres or 0.8 percent~~ 236.5 acres or 5 percent per year for approximately ~~20~~ 19 years (~~2015~~ 2016 to 2035). Future growth is expected to add a maximum of ~~43,140~~ 14,332 new residential units and maximum of ~~33~~ 36.3 million square feet of new non-residential building (see Tables 3.A through 3.C in Section 3, *General Plan Components, Projected Growth*). The additional residential units alone could contribute approximately 131,400 total vehicular trips each day with over 13,000 trips during peak hours. The non-residential uses would add thousands more of daily and peak hour trips, although adding local jobs will help improve the City's job/housing balance on a regional scale and will reduce long regional commutes by providing more local jobs for local residents."

### 5.0 Additional Topics Required by CEQA

**Table 5.A** (page 5-1) Remove "...Cumulative Air Quality Impacts..." from the Other CEQA Topics Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

**Sections 5.2 and 5.3** (pages 5-2 to 5-4) "...The City currently contains ~~4,258~~ 4,494 acres..."

**Section 5.3** (page 5-3) "...2017 General Plan buildout would ~~result in a maximum population of 146,241 people, 61,855 additional jobs, and 38,141 additional housing units~~ add between 37,622 and 53,745 new residents and up to 14,332 new residential units to the City, resulting in a maximum of 152,587 people, 65,881 jobs, and 39,333 households (Table 4.13.C)."

## 6.0 Alternatives

**Section 6.1.3** (page 6-4) Remove “...Cumulative emission impacts...” from the Alternatives Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

**Section 6.2** (page 6-4) “...(i.e., air pollutant and ~~GHG~~ emissions, traffic, and noise) are already...”

**Section 6.4.1.3** (page 6-7) “...slightly ~~more~~ less residential units and slightly ~~more~~ less non-residential development...” Section 6.4.1 states, “...resulting in slightly lower population projections at buildout (148,314 vs. 150,741 persons) from fewer housing units at buildout (38,686 vs. 39,333 units). The additional non-residential development at buildout would also be lower at 33.8 million square feet added vs. 36.6 million square feet.”

**Sections 6.4.1.3 and 6.4.1.18 and 6.4.2.3 and 6.4.2.18 and Table 6.F** (pages 6-7 and 6-11 and 6-12 and 6-15 and 6-17) “...would be considered to make a significant contribution to cumulatively considerable air quality impacts...significant for daily emissions and cumulative impacts.” Remove all references to “...Cumulative ...air quality impacts...” from the Alternatives Section because Section 4.3, *Air Quality* does not identify any significant contributions to cumulatively adverse regional air quality impacts.

**Sections 6.4.1.7 and 6.4.2.7** (pages 6-8 and 6-13) “...~~747,048~~ 717,779 MT CO<sub>2</sub>e compared to an adjusted...”

**Sections 6.4.1.7 and 6.4.2.7** (pages 6-8 and 6-13) “...Tables 4.7.I and ~~4.7.K~~...”

**Section 6.4.1.7** (page 6-9) “...GHG emissions and less than significant cumulative impacts contributions to regional GHG emissions.”

**Section 6.6** (page 6-19) “...incrementally reduce significant impacts for 3 of the 6 4 significant impacts environmental factors for which significant impacts were identified...”

### SECTION 3 SUMMARY

The information provided in the Response to Comments and the corrections outlined above do not constitute substantial new information that requires recirculation of the Draft EIR. The California Environmental Quality Act (CEQA) Guidelines, Section 15088.5, states:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:
  - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
  - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
  - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
  - (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The editorial changes to the Draft EIR described above do not constitute “significant” new information because:

- No new significant environmental impact would result from the project or from a new mitigation measure;
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance;
- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project; and
- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the information provided in the Response to Comments does not result in any substantial changes or additions to the Draft EIR. The responses merely clarify or amplify information already provided, or make insignificant modifications to the already adequate Draft EIR.

## **4. MITIGATION MONITORING AND REPORTING PROGRAM**

### **4.1 INTRODUCTION**

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

#### **2017 City of Jurupa Valley General Plan**

The program has been prepared in compliance with State law and the Environmental Impact Report (EIR) (State Clearinghouse No. 2016021025) prepared for the project by the City of Jurupa Valley.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation measures identified in the Final EIR.

### **4.2 MITIGATION MONITORING AND RESPONSIBILITIES**

As the Lead Agency, the City of Jurupa Valley is responsible for ensuring full compliance with the mitigation measures adopted for the 2017 General Plan. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of General Plan implementation, mainly for private development and public works projects in the future.

In this regard, the responsibilities for verification of implementation of the mitigation measures have been assigned to the City of Jurupa Valley. . If during the course of Plan implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City Council shall be informed and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the Plan is required and/or whether alternative mitigation is appropriate.

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### 4.3 MITIGATION MONITORING AND REPORTING PROGRAM

**Project File Name:** 2017 General Plan  
(includes any FEIR corrections and additions)

**Applicant:**  
**Date:**

City of Jurupa Valley  
April 2017

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<b>Section 4.1 Aesthetics</b>						
None						
<b>4.2 Agriculture and Forestry Resources</b>						
None						
<b>4.3 Air Quality</b>						
None						
<b>4.4 Biological Resources</b>						
None						
<b>4.5 Cultural Resources</b>						
<p><b>4.5.5.1A</b> Prior to issuance of a demolition permit for any structure older than 45 years at the time of application and according to City building records or other official documentation, a project applicant shall provide an historical assessment of the structure prepared by a qualified professional (i.e., certified historian or architectural historian) with a determination whether the structure represents a significant historical resource according to Section 15064.5 of the State CEQA Guidelines. The assessment shall include contact with a local historical society regarding the structure’s potential local significance.</p> <p>If the structure is determined to not be historic or potentially historic, either at a state or local level, the structure may be demolished without further documentation. If the structure is not historic on a state level but has local historical significance, the structure may be demolished with City Council approval, provide that the property is photo-recorded and archived prior to demolition. If the structure has state historical significance, the project historian shall prepare a</p>	City Planning Department	Once for each required document submittal	Prior to issuance of demolition permit	City verifies evidence of a historical assessment and, if required, photo documentation and archival report and, if required, a preservation plan		Withhold demolition permit

<b>DEIR Section/Mitigation Measure/ Implementing Actions</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/ Initials</b>	<b>Sanctions for Non- Compliance</b>
preservation plan which shall address in-place or onsite preservation, relocation to an appropriate offsite location, or demolition only if it can be clearly demonstrated that preservation in place is not physically, or structurally feasible. This measure shall be implemented to the satisfaction of the City Planning Department.						
<b>4.5.5.3A</b> Prior to issuance of a grading permit, a project applicant must demonstrate if the proposed project grading will impact underlying soil units or geologic formations that have a moderate to high potential to yield fossiliferous materials. If the potential for fossil discovery is low, no pre-grading monitoring needs to be established. If the potential for fossil discovery is moderate to high, the applicant must provide a paleontological monitor during rough grading of the project. If a paleontologist is not onsite and possible fossil materials are found, work shall be halted in that area until the material can be assessed by a qualified professional. If materials are found onsite during grading, a qualified professional shall evaluate the find and determine if it represents a significant paleontological resource. If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. This measure shall be implemented to the satisfaction of the City Planning Department.	City Planning Department	Once prior to issuance of grading permit and anytime during grading	Prior to issuance of grading permit and at time of discovery of paleontological resources	City verifies evidence of paleontological sensitivity;  City verifies evidence developer has retained qualified paleontologist for monitoring;  City verifies grading plans require City to be notified if any fossils are found during grading.		Withhold grading permit and/or Issue "Stop Work" Order until compliance verified
<b>4.6 Geology and Soils</b>						
<b>4.6.5.1A</b> Before a project is approved or otherwise permitted within an A-P Zone or within 150 feet of any other active or potentially active fault mapped in a published United States Geologic Survey (USGS) or CGS reports, or within other potential earthquake hazard area (as determined by the City), a site-specific geologic investigation shall be prepared to assess potential seismic hazards resulting from development of the project site. Where and when required, the geotechnical investigation shall address the issue(s), hazard(s), and geographic area(s) determined by the City of Jurupa Valley Planning and Building Departments to be relevant to each development. The site-specific geotechnical investigation shall incorporate up-to-date	City Engineering Department  City Building and Safety Department	Twice for each site-specific geotechnical investigation	Prior to issuance of grading permit  Prior to issuance of building permit	City verifies geotechnical investigation is undertaken;  City verifies recommendations of geotechnical investigation are included in grading plans.		Withhold grading permit and/or building permit

<b>DEIR Section/Mitigation Measure/ Implementing Actions</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/ Initials</b>	<b>Sanctions for Non- Compliance</b>
<p>data from government and non-government sources.</p> <p>Based on the site-specific geotechnical investigation, no structures intended for human occupancy shall be constructed across active faults. This site-specific evaluation and written report shall be prepared by a licensed geologist and shall be submitted to City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits. If an active fault is discovered, any structure intended for human occupancy shall be set back at least 50 feet from the fault. A larger or smaller setback may be established if such a setback is supported by adequate evidence as presented to and accepted by the City.</p>						
<p><b>4.6.5.2A</b> As determined by the City, a site-specific assessment shall be prepared prior to grading to ascertain potential ground shaking impacts on development. The site-specific ground shaking assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific geotechnical investigation. The site-specific ground shaking assessment shall include specific measures to reduce the significance of potential ground shaking hazards to protect public health and safety.</p> <p>This site-specific ground shaking assessment shall be prepared by a licensed geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.</p>	<p>City Building and Safety Department</p> <p>City Public Works and Engineering Department</p>	Once	Prior to issuance of building permit	City verifies recommendations of geotechnical investigation are included in grading plans		Withhold building permit
<p><b>4.6.5.7A</b> As determined by the City, a site-specific soil assessment shall be prepared prior to grading to ascertain potential soil expansion on development within the Monserate sandy loam, shallow, 5-15% slopes identified on Figure 4.6.2. The site-specific soil assessment shall incorporate up-to-date data from government and non-government sources and may be included as part of any site-specific</p>	<p>City Building and Safety Department</p> <p>City Public Works and Engineering</p>	Once	Prior to issuance of building permit	City verifies recommendations of site-specific soil assessment are included in grading plans		Withhold building permit

<b>DEIR Section/Mitigation Measure/ Implementing Actions</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/ Initials</b>	<b>Sanctions for Non- Compliance</b>
<p>geotechnical investigation. The site-specific soils assessment shall include specific measures to reduce the significance of potential soil swell/shrink potential sufficient to protect public health and safety.</p> <p>This site-specific soils assessment shall be prepared by a licensed soils engineer or geologist and shall be submitted to the City of Jurupa Valley Planning and Building Departments for review and approval as part of the environmental and entitlement process and prior to the issuance of building permits.</p>	Department					
<b>4.7 Greenhouse Gas Emissions and Climate Change</b>						
<p><b>4.7.5.2A</b> Within two years of General Plan approval, the City will prepare and adopt a Climate Action Plan (CAP) specifically for the City of Jurupa Valley, including a 2030 reduction target and local emission inventory. The City CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures in addition to those outlined in various elements of the General Plan for the reduction of future GHG emissions. The City CAP shall demonstrate how the City will reduce its greenhouse gas emissions to 50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with State law and current guidance on GHG reduction planning.</p> <p>Specific actions that may be included in the City CAP to help keep City-wide emissions below the SCAQMD service population significance threshold include but are not limited to requiring the installation of electrical and conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electrical vehicle charging stations for individual homes and businesses.</p>	City Planning Department	Once	Within two years of General Plan approval	City verifies CAP is prepared and adopted		Use SCAQMD thresholds until CAP adopted
<b>4.8 Hazards and Hazardous Materials</b>						
None						

<b>DEIR Section/Mitigation Measure/ Implementing Actions</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/ Initials</b>	<b>Sanctions for Non- Compliance</b>
<b>4.9 Hydrology and Water Quality</b>						
<b>4.9.5.6A</b> Upon issuance of an occupancy permit, all non-residential development shall be required to mechanically sweep its truck and vehicular parking areas at least once every two weeks to reduce particulate materials that can contribute to degradation of local surface and groundwater quality. This measure may also be applied to institutional uses on a discretionary basis depending on the amount of parking area required.	City Public Works and Engineering Departments	Every two weeks	Every two weeks	City inspector evaluates condition of truck and vehicular parking areas		Suspension of discretionary permits
<b>4.10 Land Use and Planning</b>						
None						
<b>4.11 Mineral Resources</b>						
None						
<b>4.12 Noise</b>						
None						
<b>4.13 Population, Housing, and Employment</b>						
None						
<b>4.14 Public Services and Facilities</b>						
None						
<b>4.15 Recreation and Parks</b>						
None						
<b>4.16 Transportation and Traffic</b>						
<b>4.16.5.2A</b> Within two years of adopting the 2017 General Plan, the City will develop a Strategic Traffic Congestion Management Plan that will identify the type and timing of roadway and intersection improvements as well as other solutions that may not involve road widenings or standard intersection improvements. The goal of this plan will be to identify those specific improvements or actions that will achieve the City's Level of Service standards to the greatest degree practical, including potential funding and the critical timing of improvements. Future development will be required to be consistent	City Public Works and Engineering Department	Once	Within two years of adopting the 2017 General Plan	City verifies Strategic Traffic Congestion Management Plan is developed and adopted		Use General Plan circulation system improvements and programs until Strategic Traffic Congestion Management Plan is adopted

<b>DEIR Section/Mitigation Measure/ Implementing Actions</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified Date/ Initials</b>	<b>Sanctions for Non- Compliance</b>
with this plan.						
<b>4.16.5.2B</b> The City shall seek to enter into a cooperative agreement with each of the surrounding jurisdictions regarding reciprocal fair share contributions for intersection and/or roadway improvements of mutual benefit to the City of Jurupa Valley and each cooperative jurisdiction. The City would then require future development to make the identified fair share payment, if any, under this agreement. This agreement would apply to any private or public development project that contributed 50 or more peak hour trips to a particular street or intersection, based on a project-specific traffic study that met the traffic study requirements of the City at the time the project was proposed.	City Public Works and Engineering Departments	Once for each cooperative agreement and once for each subsequent development under applicable agreement	Prior to issuance of occupancy permit for each subsequent development under applicable agreement	City verifies cooperative agreements are established and subsequent developments comply with applicable agreements		Withhold occupancy permit
<b>4.16.5.2C</b> The City of Jurupa Valley shall seek to participate in a multi-jurisdictional study with Caltrans to identify fair share contribution funding sources attributable to and paid from future private and public development, to supplement other regional and State funding sources, to implement necessary improvements to local freeways and freeway ramps to meet Caltrans Level of Service Standards. Once the study identifies appropriate improvements, costs, and fair share fee amounts, the City shall enter into a cooperative agreement with Caltrans to collect such fees from developers of future projects in the City to help fund the identified improvements. The City would then require future development to make the identified fair share payments under this agreement.	City Public Works and Engineering Departments	Once for participation in multi-jurisdictional study, once for entry into cooperative agreement, and once for each subsequent development under the agreement	Prior to issuance of occupancy permit for each subsequent development under the agreement	City verifies multi-jurisdictional study is undertaken, cooperative agreement is established, and subsequent developments under the agreement comply		Withhold occupancy permit
<b>4.17 Utilities and Service Systems</b>						
None						

**APPENDIX A**  
**Original DEIR (On CD)**

**Appendix B**  
**Original DEIR Appendices (On CD)**

**Appendix C**  
**Supporting Materials (On CD)**