



City of Jurupa Valley

Environmental Justice Element Jurupa Area Plan

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Prepared by:
Civic Solutions, Inc.

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Ensuring a community that is a healthy place for all residents is the goal of the Environmental Justice Element.

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INTRODUCTION

Environmental justice is a concept that seeks to minimize and equalize the effect of environmental hazards among all people regardless of race, ethnicity or income level. In Jurupa Valley, the issue of Environmental Justice has gained momentum partly as the result of litigation challenging the approval of industrial development by the County of Riverside prior to the City's incorporation near a low-income residential neighborhood. This Element seeks to address environmental justice through a set of comprehensive objectives and policies aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. The Element will be used by the Jurupa Valley City Council and Planning Commission, other boards, commissions and agencies, developers and the general public in planning for the physical development of the City.

GOAL: An open and transparent public process that improves the quality of life relative to a cleaner and healthier environment.



Jurupa Valley's setting and location provide both challenges and opportunities as the community strives to ensure environmental justice for its residents.

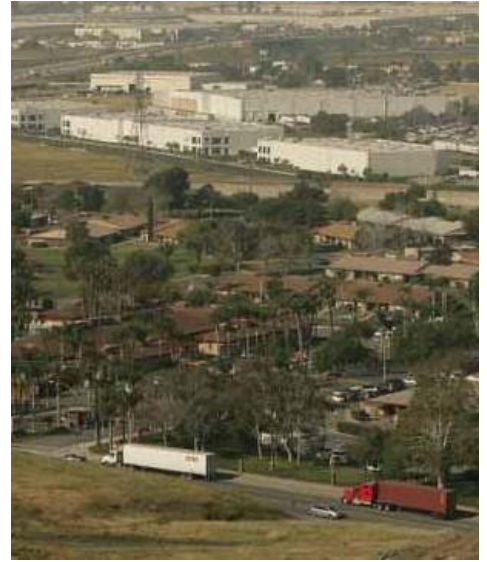
Environmental Justice Defined

The California Government Code (Section 65040.12) defines Environmental Justice as: “The fair treatment and meaningful participation of people of all races, culture and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Environmental justice policies and laws have been established to ensure that all people, regardless of race, color, national origin or income, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

CCAIEJ and the Mira Loma Settlement

The Center for Community Action and Environmental Justice (CCAIEJ) is an environmental health and justice organization that has been working in the San Bernardino-Riverside County region for over three decades. CCAIEJ focuses on land use, air quality and respiratory health in the low-income communities of color in the City of Jurupa Valley and the Westside area of San Bernardino. In 2011, the CCAIEJ filed a lawsuit against the County of Riverside, the City of Jurupa Valley and others challenging approval of the 1.1 million square foot Mira Loma Industrial/Warehouse Project. The lawsuit contended that the project violated the California Environmental Quality Act (CEQA) by failing to mitigate its environmental effects on Mira Loma Village, a single-family residential neighborhood (see Chapter 3).

A settlement was reached and the City and project applicant agreed to implement a variety of mitigation measures including the institution of an air quality monitoring program, the installation of air filtration systems in nearby homes, and conducting hearings to consider adoption of a restricted truck route. In addition, the settlement called for the preparation and consideration of an Environmental Justice Element of the General Plan. By creating a standalone element that addresses environmental justice, the City will establish policies to promote a healthier community for all.



The Environmental Justice Element includes policies that promote environmental equity.

County of Riverside General Plan / Jurupa Area Plan

The Environmental Justice Element is a component of the County of Riverside General Plan and Jurupa Area Plan. As outlined in the California General Plan Guidelines, environmental justice is a subject that should be addressed in the General Plan either through integration into the seven mandatory elements of the plan, or as an optional element. The City has elected to emphasize the importance of ensuring environmental equity for disadvantaged persons in Jurupa Valley through adoption of a separate Environmental Justice Element. As provided by California General Plan law, the Element has the same weight as the mandatory elements of the general plan and is internally consistent with the other elements.

In addition to the Environmental Justice Element, other elements of the General Plan and Jurupa Area Plan address environmental justice. Table EJ-1 on page 7 outlines the environmental justice policies areas addressed in the documents. All applicable policies should be used when evaluating new development.

TABLE EJ-1 Other Policies Addressing Environmental Justice

	Element/ Chapter	Policy Areas	Policy Nos.
General Plan	Land Use	Land use pattern/compatibility/buffers	LU2.1, LU3.2, LU10.2, LU15.1, LU24.6, LU26.2
		Adequate services/community centers	LU1.6, LU3.1, LU5.1, LU5.2, LU6.2, LU10.3, LU24.8, LU25.4, LU26.5, LU28.4
		Diverse/accessible employment	LU7.10, LU7.12, LU10.1, LU12.3
		Multi-modal transportation	LU2.1, LU4.1, LU10.4, LU12.1, LU12.4, LU13.2, LU24.5, LU26.5, LU28.5, LU28.9
		Hazards/noise/odor/vibration/lighting	LU4.1, LU6.4, LU26.6, LU27.3
		Accessible parks and recreational facilities	LU8.3, LU21.1, LU21.2, LU21.3, LU24.5
		Truck traffic	LU26.2
		Adequate/affordable housing	LU24.4
		Energy efficiency	LU4.1, LU16.1, LU16.2
		Meaningful public outreach	LU35.4
	Circulation	Land use pattern/compatibility/buffers	C3.11
		Multi-modal transportation	C1.2, C1.3, C1.7, C4.1-10, C9.3, C10.1, C11.1-7, C12.1-6, C15.1-5, C16.1-7, C17.1-4
		Hazards/noise/odor/vibration/lighting	C3.27, C3.28, C3.29, C9.4, C20.6, C20.12
		Truck traffic	C3.8, C3.9, C6.7, C23.9, C23.10
	Multipurpose Open Space	Land use pattern/compatibility/buffers	OS14.4
		Hazards/noise/odor/vibration/lighting	OS3.3, OS4.7
		Accessible parks and recreational facilities	OS20.3-6
		Energy efficiency	OS10.1, OS11.2, OS11.3, OS12.1, OS13.1, OS15.2, OS16.1-10
		Meaningful public outreach	OS19.1-5
	Safety	Hazards/noise/odor/vibration/lighting	S1.1, S1.3, S6.1, S7.3, S7.7
		Meaningful public outreach	S7.2, S7.19, S7.23
	Noise	Hazards/noise/odor/vibration/lighting	N1.1-8, N2.1-3, N3.2-7, N4.1-8, N5.1-2, N6.1-4, N8.1-7, N9.1-4, N10.1-5, N11.1-2, N13.1-9, N14.1-3, N15.1-3
		Meaningful public outreach	N18.1, N18.4, N18.5
	Housing	Adequate/affordable housing	H1.1-7, H2.1-4, H3.1-5
		Energy efficiency	H5.1
		Meaningful public outreach	H3.2
	Air Quality	Land use pattern/compatibility/buffers	AQ2.2, AQ2.3
		Adequate services/community centers	AQ8.1, AQ8.5, AQ8.7
		Diverse, accessible employment	AQ8.2, AQ8.3, AQ8.6
		Multi-modal transportation	AQ8.4, AQ8.9
		Hazards/noise/odor/vibration/lighting	AQ1.1-10, AQ2.1-4, AQ3.1-4, AQ4.1-9, AQ15.1, AQ16.1, AQ16.2, AQ16.4, AQ17.1-11
		Truck traffic	AQ16.3, AQ17.7, AQ17.8
		Energy efficiency	AQ4.2, AQ4.4, AQ5.2, AQ5.4
		Meaningful public outreach	AQ1.11, AQ6.2
Jurupa Area Plan	Policy Areas	Land use pattern/compatibility/buffers	JURAP1.1, JURAP1.2, JURAP3.4, JURAP4.1, JURAP5.6
		Multi-modal transportation	JURAP3.1, JURAP7.7, JURAP7.8, JURAP7.9
		Truck traffic	JURAP2.1
		Adequate/affordable housing	JURAP6.2
	Land Use	Adequate services/community centers	JURAP11.1, JURAP11.2
	Circulation	Multi-modal transportation	JURAP13.3, JURAP14.1, JURAP14.2, JURAP15.1
	Multipurpose Open Space	Multi-modal transportation	JURAP16.5
	Hazards	Hazards/noise/odor/vibration/lighting	JURAP17.1, JURAP19.1, JURAP20.1

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SETTING

Land Use and Transportation

The arrangement of land use and transportation can affect the healthfulness of an area because it affects exposure to environmental hazards, accessibility to daily needs and the ability to be physically active. Existing land uses in Jurupa Valley include residential, commercial, industrial, agricultural and open space uses. The City includes nine distinct communities ranging from the community of Rubidoux, the largest and most densely developed area with a variety of land uses, to Mira Loma which has predominately industrial development north of Bellegrave Avenue and large lot semi-rural residential development south of Bellegrave Avenue. In general, historic land use patterns led to the development of well-balanced communities with a separation of incompatible uses. However, some environmental justice issues have also been created, such as the proximity of residential development to freeways and industrial uses as outlined below.

The Jurupa Area Plan outlines the land use plan for the City. The plan includes 30 land use designations and 5 overlays and was developed based on sound planning practices such as preserving rural and equestrian uses and open space, concentrating employment uses along major transportation corridors and the creation of Village Centers. The Jurupa Valley Zoning Map and Ordinance contains detailed development regulations to implement the policies of the land use plan.

The City's circulation system, its network of highways, streets, trails and sidewalks, also influences the environmental health of an area. Inadequate circulation can make it difficult for residents to access daily needs that influence their health, such as grocery stores and healthcare facilities. Likewise, the lack of transportation choices, and reliance on the automobile, means that alternative modes of transportation are harder to use which can contribute to the lack of physical activity.

Environmental Justice Communities

As outlined by CalEnviroScreen¹, environmental justice communities are those areas of the City “that have higher pollution burdens and vulnerabilities than other areas, and therefore are most in need of assistance.” Environmental justice communities can be defined both by characteristics of the population and the pollution burden they bear. Characteristics of the population include the number of people most vulnerable to pollution, i.e. “sensitive receptors” (children, pregnant women, the sick and the elderly), and their socioeconomic status, such as poverty level and unemployment status. Social factors that may also contribute to increased environmental vulnerabilities include a lack of access to fresh food, lack of park and recreation opportunities, as well as an overabundance of liquor stores and fast food facilities.

¹State of California, Office of Environmental Health Hazard Assessment (OEHHA), Draft California Community Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0), April, 2014.



The proximity of major air pollution sources such as Interstate 15 poses health risks to many Jurupa Valley residents.

Pollution burden is measured by the presence of direct environmental threats (i.e. proximity to a toxic cleanup site) as well as to exposure to other toxics such as air and water pollution. A number of resources are available to help identify environmental justice communities, such as CalEnviroscreen and the Environmental Justice Screening Model (EJSM). Using multiple environmental ‘indicators’ they scientifically determine what areas of the City face disproportionate environmental burdens. The City Planning Department maintains a current map of environmental justice communities in Jurupa Valley. By identifying these areas, the City can work to mitigate existing adverse conditions and ensure that new development does not unduly impact vulnerable populations.

Demographics

In 2013, Jurupa Valley had a total population of 97,246. The City is a majority-minority area meaning that Non-Hispanic Whites make up less than 50% of the population. Sixty-six percent of its residents are Hispanic or Latino, 4% are African American, 3% are Asian, and 2% are American Indian/Alaska Native, Hawaiian and Pacific Islander, two or more races or some other race (see Table EJ-2).

There are 26,702 total housing units in the City (2013) with the majority (77%) being single family homes. The average number of persons per household is 3.86 and most working residents are employed in the transportation and warehousing, retail trade, manufacturing, education or construction industries. Jurupa Valley residents have a lower per capita and household income than the County of Riverside and the State of California, as shown in Table EJ-3. Approximately 16.1% of residents lived below the poverty level in 2008-2012.

TABLE EJ-2 Jurupa Valley Racial & Ethnic Population - 2013 ¹

	Number	Percent
White	24,700	25.4%
African American	3,890	4.0%
Asian	2,723	2.8%
American Indian/Alaska Native	194	0.2%
Hawaiian and Pacific Islander	97	0.1%
Some Other Races	194	0.2%
Two or More Races	1,264	1.3%
Hispanic (can be of any race)	62,182	66.0%
TOTAL:	97,246	100%

¹Decennial Census, US Census Bureau

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TABLE EJ-3 Jurupa Valley Income and Poverty Level Comparison ²

	City of Jurupa Valley	County of Riverside	State of California
Per capita money income in past 12 months (2012 dollars), 2008-2012	\$17,853	\$23,863	\$29,551
Median household income, 2008-2012	\$55,516	\$57,096	\$61,400
Persons below poverty level, 2008-2012	16.1%	15.6%	15.3%

²US Census Bureau QuickFacts, January 2014

Air Quality

The Inland Empire, including the City of Jurupa Valley, has some of the worst air pollution in the State, primarily due to land use patterns, weather systems and topography. Prior to the 1970s, the area was a major agricultural center. Agricultural uses declined over time as land was converted to residential, industrial and commercial development. The concentration of many highways and railroads has made the Inland Empire a major shipping hub and many manufacturing companies have located their distribution facilities in the area. Trucks and rail lines accessing these facilities generate increased levels of diesel emissions. In addition, the prevailing wind pattern of sea breezes from throughout Southern California blowing east brings emissions from cars, trucks, ports, construction equipment, power plants and refineries which are blocked by the San Bernardino Mountains and tend to concentrate over the Inland Empire. This issue is further compounded as the pollution mixes with oxygen in the presence of sunlight to form ozone.



The Inland Empire's topography, concentration of industrial and distribution facilities, and transportation networks often contribute to poor air quality.

Discriminating State Tax Allocation Policies

The City of Jurupa Valley was incorporated in 2011 after a group of unincorporated communities came together to form a City in order to assert their right to govern themselves and preserve their lifestyle. They sought meaningful opportunities to participate in the governmental actions that would mitigate land use impacts in this predominately low-income, minority area. However, at the same time the City was incorporating, the State was modifying the tax allocation formulas to divert motor vehicle license fees away from cities. This had a disproportional impact on new cities like Jurupa Valley which relied more heavily on motor vehicle license fees than established cities with other sources of revenue. Faced with an anticipated budgetary shortfall, the City has begun the disincorporation process while still working with State legislators to restore needed funding. The diversion of funding is therefore denying this low-income minority community what other cities take for granted - the right to govern themselves, take control of land use decisions and implement the principles of environmental justice.



The Mira Loma Village community is surrounded by industrial land.

Environmental Justice Issue Areas

The manner in which the City of Jurupa Valley has developed over time presents some key environmental justice issues, as outlined below.

New Residential Development Adjacent to Freeways

Two major freeways run through or border the City of Jurupa Valley. The I-15 freeway is adjacent to about 200 acres between 68th Street and Bellegrave Avenue that are zoned for residential use. Other residentially-zoned vacant land exists adjacent to the CA-60 freeway, including the 200-acre Emerald Meadow site in Rubidoux. Motor vehicle emissions along freeways and other high traffic roads generate carbon monoxide, nitrogen oxides, particulate matter and hydrocarbons that react in sunlight to form ozone. According to the California Air Resources Board (ARB), living close to freeways and other high traffic roads can increase the incidence of respiratory diseases and other adverse health effects. In addition, the 2002 USC Children's Health Study found that Mira Loma children had the weakest lung capacity and the slowest lung growth of all children studied in Southern California due to diesel exhaust. This element provides policies to reduce the exposure of residents to traffic-related pollution.

Mira Loma Village

Mira Loma Village is a 101-unit single family residential neighborhood located on the east side of Etiwanda Avenue, near the junction of Highway 60 and Interstate 15 and a rail line. As outlined above, the area was the subject of a legal settlement associated with new industrial facilities approved by the County of Riverside in the area. The neighborhood comprises mostly low-income, Hispanic residents and is located close to existing and planned warehousing and distribution facilities. Numerous diesel trucks travel in and through the area to access the warehousing and distribution center which generate diesel emissions

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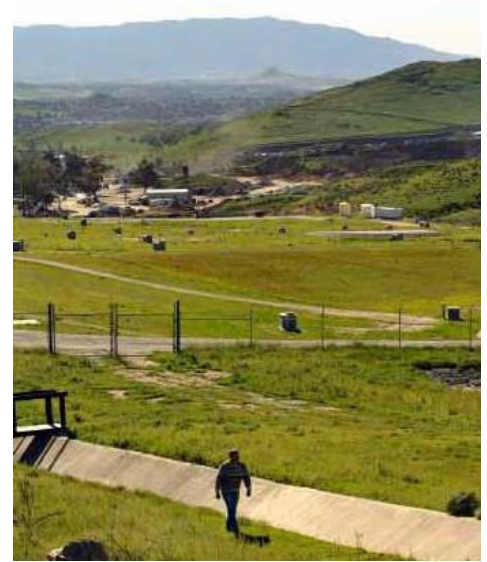
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in the area. Diesel emissions generate gasses and fine particulate matter that have been proven to have serious health risks particularly in the young.

Other Industrial Zoned Land Adjacent to Residential Neighborhoods
Numerous other properties are zoned for industrial uses in close proximity to existing residential neighborhoods. In particular, the large area north of the CA-60 freeway and east of Rubidoux Blvd. in Belltown, and a large area south of Jurupa Road and easterly of Van Buren Blvd. have industrially and residentially zoned land in close proximity. Other sites that could impact residential neighborhoods include approximately 50 acres on the west side of Clay Street south of Limonite, the old Belltown Borrow Pit between 24th and 26th streets northwest of Hall Avenue and various sites in the Glen Avon community. This element provides policies to reduce the exposure of residents to diesel emissions from industrial development.

Stringfellow Acid Pits

Located in Pyrite Canyon in north-central Jurupa Valley, the Stringfellow Acid Pits are toxic sites that are undergoing long-term remediation. The pits were originally a rock quarry that was converted to a toxic waste dump in 1956. During its 16 years of operation, more than 34 million gallons of caustics, metals, solvents and pesticide residue were dumped into the unlined pits at Stringfellow. Over the years, the pollutants leached into the ground water and overflowed into Pyrite Creek thereby contaminating soil, groundwater and surface water. The pits were designated a Superfund clean-up site in 1983 and have been undergoing clean-up and remediation since then. The California Department of Toxic Substances Control will begin construction of a new larger treatment facility in the Spring of 2014 which is anticipated to be operational for approximately 27 months until the site is fully remediated.



Ongoing remediation of the Stringfellow Acid Pits has helped reduce the impacts of prior ground and water contamination.

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OBJECTIVES AND POLICIES

Environmental Justice encompasses several interrelated topics. Issues addressed in this element are categorized under the broad headings of Meaningful Public Input and Capacity Building; Land Use and the Environment; Mobility and Active Living; and Healthy and Affordable Housing. A description each category is provided below each heading together with a statement – or objective – for what the City wants to achieve regarding that issue. This is followed by more detailed policies that will direct the City in what actions are needed to accomplish the objective. Together, the objectives and policies inform the City’s long-term decision-making process regarding environmental justice.

1. Meaningful Public Input and Capacity Building

Disadvantaged members of the community often do not have a meaningful voice in decisions that affect their environment. The causes of this are many, including cultural and language barriers, the lack of information, inadequate training, lack of exposure to the decision making process and officials who aren’t informed about issues of concern for those members of the community. The Environmental Protection Agency (EPA) identifies community capacity building as efforts to engage disadvantaged populations to help them better identify and meet the needs of their areas. It includes building on existing skills, providing education on issues and processes and helping them communicate effectively in the public realm. At the individual level, capacity building focuses on the development of conditions that allow individual participants to build and enhance existing knowledge and skills and engage in public processes. At the City level, capacity building refers to ensuring the municipal organization is responsive and accountable to all stakeholders and that officials are informed about issues of concern for those neighborhoods.

Objective EJ-1: Meaningful participation in the public process by all members of the community.

Policies:

- EJ-1.1: Ensure that affected residents have the opportunity to participate in decisions that impact their health.
- EJ-1.2: Facilitate the involvement of residents, businesses and organizations in all aspects of the planning process.
- EJ-1.3: Utilize culturally appropriate approaches to public participation and involvement.
- EJ-1.4: Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.
- EJ-1.5: Utilize a variety of communication techniques and social media tools to convey information to the public.



Public engagement activities can go far beyond traditional meetings to include festivals, cultural fairs and community-specific events.



Participatory events and workshops are useful to help educate and share ideas on environmental justice in the community.

- EJ-1.6: Provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. Translation time should not be taken from the person's time limit for comments.
- EJ-1.7: Support efforts to raise the public's awareness of the importance of a healthy environment and physical activity.
- EJ-1.8: Educate decision makers and the general public on the principles of environmental justice.
- EJ-1.9: Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.
- EJ-1.10: Collaborate with and among public agencies to leverage resources, avoid duplication of effort and enhance the effectiveness of public participation.
- EJ-1.11 Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM) or other model.
- EJ-1.12: Continue the actions necessary to ensure that the State corrects the tax allocation statutes providing funding to cities that discriminate against the City of Jurupa Valley so as enable to the City to implement the principles of environmental justice described in this Environmental Justice Element.

2. Land Use and the Environment

This section addresses environmental hazards as well as land use planning to ensure that disadvantaged or minority communities are not adversely impacted by new development where they live work and play. Additionally, policies that address how to improve or retrofit existing hazards are included. In addition to air emissions, commercial and industrial development, and their related trucks, can also generate traffic, noise, odors, light and glare which can adversely affect residential populations.

Objective EJ-2: A reduction in disproportionate environmental burdens affecting low-income and minority populations.

Policies:

- EJ-2.1: Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.
- EJ-2.2: Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping or other measures as necessary to minimize air quality impacts.

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OBJECTIVES AND POLICIES

- EJ-2.3: Provide adequate buffers between schools and industrial facilities/ transportation corridors.
- EJ-2.4: Require, wherever possible, existing sources of stationary emissions near sensitive land uses to relocate and/or incorporate measures to minimize emissions.
- EJ-2.5: Require that zoning regulations provide adequate separation and buffering of residential and industrial uses.
- EJ-2.6: Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners and other measures.
- EJ-2.7: Designate truck routes to avoid residential areas including low-income and minority neighborhoods.
- EJ-2.8: Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce diesel emissions.
- EJ-2.9: Build new sensitive land uses with sufficient buffering from industrial facilities and uses that pose a significant hazard to human health and safety. The California ARB recommends that sensitive land uses be located at least 1,000 feet from hazardous industrial facilities.
- EJ-2.10: Ensure that low income and minority populations have equal access and influence in the land use decision-making process through such methods as bilingual notices, posting bilingual notices at development sites, conducting information meetings with interpreters, etc.
- EJ-2.11: Ensure that low-income and minority populations understand the potential for adverse pollution, noise, odor, vibrations, lighting and glare when new commercial and industrial developments are proposed.
- EJ-2.12: Ensure that low-income and minority populations understand the effect of projects with toxic materials or emissions.
- EJ-2.13: Initiate outreach efforts as early as possible in the decision making process before significant resources have been invested in a particular outcome.
- EJ-2.14: Provide staff and City officials training on the principals and methods of comprehensive public participation. Guidelines for how to conduct staff/official training are contained in the Cal/EPA Environmental Justice Advisory Committee Recommendations.
- EJ-2.15: Consider the health needs of projects with sensitive receptors through a healthy needs assessment, the Healthy Development Measurement Tool (HDMT) or other tool.



Providing adequate vegetative buffers between residential properties and features such as rail lines can mitigate negative visual and environmental conditions.



Recreation is a core component of a healthy, active lifestyle for area youth.



Amenities such as the bike trail along the Santa Ana River encourage healthy activity and alternate transportation modes.

- EJ-2.16: Seek the necessary funding and resources to enforce the statewide idling limit of five minutes for heavy-duty diesel vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs or more.
- EJ-2.17: Monitor City facilities and its vehicle fleet to maximize energy efficiency and reduce emissions.
- EJ-2.18: Request that transportation agencies incorporate noise reduction technologies when planning facilities near homes and other sensitive receptors.
- EJ-2.19: Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures.
- EJ-2.20: Promote the remediation and reuse of contaminated brownfield sites within the City, with priority given to those near environmental justice populations.
- EJ-2.21: Support programs to promote the use of energy efficiency products and renewable energy systems.
- EJ-2.22: Encourage public and private development to incorporate greenbuilding techniques such as construction waste management practices, optimization of energy efficiency measures and avoidance of toxic chemicals.

3. Mobility and Active Living

Mobility is a critical issue in bringing equity to disadvantaged communities. These communities often lack access to needed resources, such as schools, health clinics and healthy food outlets. More likely than other communities to rely on public transportation, they often live in areas with limited transit service. Increased mobility options will provide critical links and opportunities for active living.

Objective EJ-3: Increased mobility and accessibility for all residents.

Policies:

- EJ-3.1: Locate medium and high density housing near jobs, transit, shopping, schools and other needed facilities.
- EJ-3.2: Increase access to shopping, jobs and healthcare facilities for low-income and minority populations.
- EJ-3.3: Balance walking, bicycling and transit use with automobile use.
- EJ-3.4: Plan for the equitable distribution of public facilities and services, prioritizing new facilities in traditionally underserved areas.
- EJ-3.5: Encourage transit providers to establish and maintain routes to jobs, shopping, schools, parks and healthcare facilities that are convenient to low-income and minority populations.

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OBJECTIVES AND POLICIES

- EJ-3.6: Implement traffic calming measures such as pop-outs and road narrowing to slow down traffic and improve pedestrian and bicycle safety.
- EJ-3.7: Explore measures to encourage walking and bicycling in the City as part of daily physical activities.
- EJ-3.8: Promote the use of alternate modes of transportation.
- EJ-3.9: Support public and/or private shuttle systems to transport residents to grocery stores and other sources of healthy food.
- EJ-3.10: Work with local school districts to ensure that all schools have safe and walkable routes to school.
- EJ-3.11: Require new commercial and industrial development to provide bicycle facilities on-site.
- EJ-3.12: Support the efforts of Healthy Jurupa Valley and others to promote active living and healthy choices.
- EJ-3.13: Work with local school districts to provide the joint use of school properties for neighborhood parks and recreation centers.
- EJ-3.14: Increase access to urban parks, green space and natural environments for traditionally underserved communities.
- EJ-3.15: Provide a variety of active and passive parks and recreational activities-accessible to all residents of Jurupa Valley.
- EJ-3.16: Encourage the private and non-profit sectors to provide recreational opportunities in the City.
- EJ-3.17: Ensure that emergency preparedness and disaster response programs serve all parts of the City.



Community gardens can engage, educate and nourish neighborhoods.

4. Healthy and Affordable Housing

A major emphasis of environmental justice is ensuring that people have a healthy home environment. According to the National Human Activity Pattern Survey, Americans spend 70% of the time in their homes. Low-income and minority populations are disproportionately affected by home health hazards as their limited incomes reduce housing choices and their options for maintenance and repairs. Housing-related environmental hazards include exposure to indoor air pollution, lead-based paint, asbestos, mold and mildew. These toxins can cause developmental delays, asthma and allergies and other health risks. Ensuring that all residents have access to healthy homes is an important way to achieve environmental justice.

Objective EJ-4: Healthy and affordable housing opportunities for all segments of the community.



Affordable housing projects are particularly beneficial to families who face challenges in finding safe and desirable places to live.

Policies:

- EJ-4.1: Ensure that proposed new affordable housing projects meet the same standards of health and safety as conventional market rate housing.
- EJ-4.2: Require new housing proposals in areas subject to unhealthful air quality to incorporate setbacks, barriers, landscaping, ventilation systems or other measures to ensure that residents are not impacted by air pollution.
- EJ-4.3: Promote efforts to repair, improve and rehabilitate substandard housing.
- EJ-4.4: Support the efforts of responsible public agencies to develop and implement programs to remediate lead-based paint and other contaminants in residential structures.
- EJ-4.5: Require applicants of residential remodel and rehabilitation projects to remediate lead-based paint, mold and mildew and any other structural hazards.
- EJ-4.6: Prioritize enforcement activities of residential structures with known health hazards.
- EJ-4.7: Incentivize affordable housing through permit streamlining and financial incentives.
- EJ-4.8: Support programs to provide rental and homeownership assistance to low-income persons.
- EJ-4.9: Ensure that regulations allow community and private gardens where residents can grow healthy fruits and vegetables.