

## 5. Environmental Analysis

### 5.3 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Jurupa Valley from implementation of the proposed Jurupa Valley Etiwanda Avenue/Country Village Road Truck Route Restriction Ordinance (proposed project).

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.3.1 Environmental Setting

##### 5.3.1.1 REGULATORY BACKGROUND

###### Regional

###### *Regional Transportation Plan/Sustainable Communities Strategy*

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in November 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.3-1, *SCAG 2016-2040 RTP/SCS Consistency Analysis*.

###### Local

###### *Jurupa Valley General Plan*

The 2017 Jurupa Valley General Plan provides information about the city and a policy framework for the future. Through appropriate goals, policies, and programs, it serves as a decision-making tool to guide growth and development. The 2017 General Plan was adopted in September 2017 and consists of a series of state-mandated and optional elements to direct the city's physical, social, and economic growth. Elements within

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the General Plan include: land use; mobility; conservation and open space; housing; air quality; noise; community safety, services and facilities; environmental justice; healthy communities; and economic sustainability elements. Following is a discussion of the various elements.

The policies in each of the elements relevant to the proposed project are listed in Table 5.3-2, *City of Jurupa Valley General Plan Consistency Analysis*, which analyzes the proposed project's consistency with these policies.

**Land Use.** The land use element is an essential tool in achieving Jurupa Valley's goals. It is typically considered a general plan's most important policy document because it describes the allowed types and configurations of land uses and where they can be located, including residential, commercial, mixed use, **industrial, open space, recreation, and public uses.**

**Mobility.** The mobility element guides the long-term circulation system of the City. Its goals and policies are closely linked with the land use element and are intended to provide the best possible balance between Jurupa Valley's transportation needs, community character, roadway size, traffic service levels, bicycle, equestrian and pedestrian amenities, public transit opportunities and resources. This element represents a new approach to transportation planning in Jurupa Valley and focuses on mobility corridors rather than streets and roadways.

**Air Quality.** This element provides background information on the physical and regulatory environment affecting air quality and climate change in the City. This element also identifies goals, policies, and programs that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on air quality and climate change.

**Noise.** The noise element is a mandatory component of the General Plan pursuant to California Government Code §65302(f). It is closely related to the land use, mobility, healthy communities, and environmental justice elements. The element identifies noise issues within the community, quantifies existing and projected noise levels, addresses excessive noise exposure, and provides goals, policies, and programs to reduce noise to acceptable levels. In the noise element, the City describes how it intends to prevent and mitigate the adverse impacts of excessive noise exposure on its residents, employees, visitors, and other persons.

**Community Safety, Services and Facilities.** The community safety, services, and facilities element contains goals, policies, and programs to ensure the safety of the community and the delivery of quality services and facilities to meet the City's needs. Public facilities that help deliver these services and utilities, such as water, sewer, and storm drainage/urban runoff collection, are operated and maintained by multiple agencies and community services districts in Jurupa Valley.

**Environmental Justice.** The Environmental Justice Element was adopted by the City on November 6, 2014. Preparation and consideration of the element was part of the settlement agreement with the Center for Community Action and Environmental Justice (CCA EJ). The 2011 litigation challenged the approval of industrial development by the County of Riverside prior to the City's incorporation near a low-income residential neighborhood (Mira Loma Village). This element seeks to address environmental justice through a set of comprehensive goals, policies, and programs aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards.

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**Healthy Communities.** The healthy communities element establishes goals and policies to help improve quality of life and foster healthy behavior and lifestyles, translating the General Plan vision for a robust Jurupa Valley into reality. The healthy communities element is an optional section of the General Plan.

#### Project Roadways

The proposed project involves the roadway segments located at Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. The proposed project is an ordinance that would restrict trucks over 16,000 lbs. on an approximately 0.6-mile segment of Etiwanda Avenue and an approximately 1.0-mile segment of Country Village Road.

The roadway segment on Etiwanda Avenue between SR-60 and Hopkins Street, the roadway segment on Country Village Road between SR-60 and Philadelphia Avenue, and intersections impacted by the project are functioning roadways with various levels of improvements. All roadways are paved. Depending on the specific location, improvements may also include subsurface utility lines (e.g. water and sewer), curb, gutter, sidewalk, landscaping, raised medians, or overpasses.

All roadways are within an urbanized area that is primarily developed with light industrial, commercial, and residential uses. There are two parcels that are currently vacant on Etiwanda Avenue and one small vacant parcel on Country Village Road on the northeast side of the roadway segment. The eastern side of the roadway segment on Country Village Road is adjacent to open space and public facility uses. Country Village Road also has an overpass above a drainage channel.

#### Surrounding Land Uses

Existing land uses abutting Etiwanda Avenue are depicted on Figure 3-3, *Potential Truck Restriction, Etiwanda Avenue*. On the west side of the roadway segment of Etiwanda Avenue between SR-60 and Hopkins Street is the Space Center Industrial Complex. The EIR for the Space Center Industrial Complex was certified in 2017. The south side of the complex is the still-vacant expansion site, which is zoned as warehousing and light industrial uses, consistent with the City's industrial General Plan and zoning designation for these properties. The expansion site is approximately 53.1 acres. North of the expansion site is warehousing, distribution, and light industrial uses that are part of the overall Space Center Industrial Complex.

On the east side of Etiwanda Avenue, south of Hopkins Street, is additional warehousing and light industrial land uses that are part of the Mira Loma Commerce Center. South of this warehousing is approximately six acres of vacant land, bounded by De Forest Circle. Between this currently vacant land and SR-60 is Mira Loma Village, a 101-unit single-family residential neighborhood comprised of mostly low-income, Hispanic residents and located close to existing and planned warehousing and distribution facilities. A narrow commercial strip along Etiwanda Avenue forms an approximately 30-foot buffer between Etiwanda Avenue and the southern half of Mira Loma Village. Figure 3-3 shows the existing land uses surrounding Etiwanda Avenue.

Existing land uses adjacent to Country Village Road are depicted on Figure 3-4, *Potential Truck Restriction, Country Village Road*. On the west side of the roadway segment of Country Village Road between SR-60 and

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Philadelphia Avenue are the Country Village Senior Apartments and Country Village Golf Course (see Figures 3-4 and 4-1), with single-family residential along Country Village Road north of the senior apartments. The Mira Loma Commerce Center is west of the senior housing, across Grapevine Road, and other industrial uses are northwest of the intersection of Country Village Road and Philadelphia Avenue. On the east side of the road, from north to south, are a strip of vacant land designated for commercial use by the City's General Plan, with single-family residential beyond it; multifamily residential; and public facilities/open space uses, with access roadways to water storage tanks, designated rural open space in the General Plan. A drainage channel crosses underneath the road and forms the southern boundary of the vacant land. Northeast of the Country Village Road / Philadelphia Avenue intersection and southeast of the open space are more single-family residential uses. Figure 3-4 illustrates the existing land use surrounding Country Village Road.

### 5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1 Physically divide an established community.
- Threshold LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

These impacts will **not** be addressed in the following analysis.

### 5.3.3 Existing Regulations and Standard Conditions

There are no specific regulations or standard conditions that specifically address impacts related to land use and planning.

### 5.3.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are considered potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.3-1: Project Implementation would not conflict with the Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy goals. [Threshold LU-2]**

*Impact Analysis:* Table 5.3-1 assesses the proposed project’s consistency with SCAG 2016-2040 RTP/SCS goals.

**Table 5.3-1 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis**

RTP/SCS Goal	Project Compliance with Goal
<p><b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.</p>	<p><b>Consistent:</b> The proposed project would restrict trucks over 16,000 lbs. from entering two roadway segments. As evaluated in Section 5.5, <i>Transportation and Traffic</i>, implementation of the truck restriction would divert trucks to alternate routes. This would add congestion and travel delays that are considered significant to one intersection (Milliken/Mission Blvd.) and 12 freeway on-and off-ramps but would also improve traffic conditions at several intersections and roadway segments. No impact would result to bicycle and pedestrian travel or to transit. The project would affect a small area in the region, mostly on local roads in Jurupa Valley, Ontario, and Eastvale; major regional facilities, including SR-60 and I-15 freeway mainline segments would not be adversely affected. Despite the additional delays on local roads and freeway ramps, movement of goods in the region would not be substantially affected because the affected area is small and alternate routes would be available to trucks. Therefore, the project would not conflict with the RTP/SCS Goal 2.</p>
<p><b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent:</b> Implementing the proposed project would increase safety for passenger vehicles, pedestrians, transit, and bicyclists along the two roadway segments and at intersections along the transportation corridors by restricting large commercial trucks from using the roadways. Section 5.5, <i>Traffic and Transportation</i>, identifies additional safety benefits from implementing the proposed project. The project would not conflict with RTP/SCS Goal 3.</p>
<p><b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Consistent:</b> As described under policy G2, implementation of the truck restriction ordinance would significantly impact one intersection and 12 freeway on/off ramps, while improving conditions at other intersections and roadway segments. Project impacts would be local and would not adversely affect major transportation routes, including SR-60 and I-15. The project would help ensure a more sustainable regional transportation system by reducing truck travel and truck-related impacts, such as toxic pollutants, from residential communities in the project area. Therefore, the project is consistent with RTP/SCS Goal 4.</p>
<p><b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> The truck restriction ordinance would result in some localized impacts to intersections and roadways, while improving service at other locations. Because it would not substantially affect the overall transportation system, it does not conflict with RTP/SCS Goal 5.</p>
<p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The implementation of the proposed project would enhance the health, environmental quality, and local air quality adjacent to the two roadway segments and in nearby residential neighborhoods. By eliminating heavy truck traffic along the two roadway segments and thereby improving local air quality, the proposed project would help to encourage active transportation for local residents, consistent with RTP/SCS Goal 6.</p>

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**Table 5.3-1 SCAG 2016-2040 RTP/SCS Goals Consistency Analysis**

RTP/SCS Goal	Project Compliance with Goal
<b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent.</b> The proposed project is consistent with RTP/SCS Goal 8 by diverting truck traffic from areas with residential, which would help to promote the use of non-motorized transportation and mass transit by creating a safer environment for those options.

Source: 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

The analysis concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals.

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

#### **Impact 5.9-2: The proposed project would be consistent with the City of Jurupa Valley General Plan. [Threshold LU-2]**

**Impact Analysis:** A detailed analysis of the proposed project’s consistency with applicable City of Jurupa Valley 2017 General Plan policies is provided in Table 5.9-2. The analysis concludes that the proposed project would be consistent with applicable general plan policies. Therefore, implementation of the proposed project would not result in significant land use impacts.

**Table 5.3-2 City of Jurupa Valley General Plan Consistency Analysis**

Applicable Policies	Project Consistency Analysis
<b>Land Use Element</b>	
<b>LUE 3 – Commercial, industrial, and business park</b>	
LUE 3.13 Commercial Trucks. Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.	<b>Consistent:</b> A primary objective of the truck restriction ordinance is to achieve this General Plan policy. The respective sections in this DEIR detail the beneficial project impacts on sensitive Jurupa Valley residential areas related to reduced health risk, improved air quality, and a reduction in noise levels. Section 5.5, <i>Transportation and Traffic</i> , details that anticipated diversion of trucks to alternate routes, and both the adverse and beneficial impacts to specific intersections and roadway segments. The proposed project is consistent with policy LUE 3.13.
<b>LUE 6 – General plan administration</b>	
LUE 6.3 Regional Planning. Participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.	<b>Consistent:</b> Impacts related to air quality, GHG, and traffic congestion are addressed in Sections 5.1, <i>Air Quality</i> , 5.2, <i>Greenhouse Gas Emissions</i> , and 5.5, <i>Transportation and Traffic</i> . The City has coordinated with surrounding cities, the County of Riverside, and Caltrans to evaluate the truck restriction ordinance. A public scoping meeting and agency stakeholder scoping meeting were held to ensure that area-wide concerns were addressed. (see Table 2-3 for comments received). The City also complied with AB 52 for tribal consultation. The project is consistent with policy LUE 6.3.

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**Table 5.3-2 City of Jurupa Valley General Plan Consistency Analysis**

Applicable Policies	Project Consistency Analysis
<b>Mobility Element</b>	
<b>ME 2 – Roadway networks</b>	
<p>ME.2.1 Roadway System. Maintain at least a LOS D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.</p>	<p><b>Consistent:</b> The trucking restrictions would cause a redistribution in vehicular traffic along segments and intersections. The traffic study shows that under long-range conditions, 7 intersections would experience worse operations, and operations at 12 intersections would improve. Therefore, the project would result in an overall improvement in intersection operations.</p>
<p>ME 2.12 Target Levels of Service. Until a multi-modal based metric is adopted, City will maintain the following target Levels of Service, or “LOS”:</p> <ol style="list-style-type: none"> <li>1. LOS C along all City maintained roads and conventional state highways. As an exception, LOS D may be allowed in designated areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.</li> <li>2. LOS D or E may be deemed acceptable by the City Council in designated village centers and for multi-modal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.</li> </ol>	<p><b>Consistent:</b> See response to Policy ME 2.1</p>
<p>ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, “complete streets” perspective using vehicle miles travelled (VMT), consistent with SB 743 and state guidelines.</p>	<p><b>Consistent:</b> Implementation of the truck restriction is expected to result in a nominal, 0.1% increase in annual VMT (993,881 of 668,391,959) from vehicles traveling along different roadways in the traffic study area due to truck rerouting. The proposed project, however, will not affect the availability of any mode of travel, and may increase multimodal travel for residents along Etiwanda Avenue and Country Village Road by creating a safer environment for nonmotorized transportation and mass transit.</p>
<b>ME-8 – Safety and land use compatibility</b>	
<p>ME 8.30 Interagency Coordination. Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Southern California Association of Governments, Riverside County Transportation Commission, Western Riverside Council of Governments, and the cities adjacent to the City of Jurupa Valley on various studies relating to freeway design, high occupancy vehicle/high occupancy toll lanes and transportation corridor planning, construction, and improvement.</p>	<p><b>Consistent:</b> The proposed project required outreach to and consultation with Caltrans and neighboring jurisdictions. The cities adjacent to Jurupa Valley—Fontana, Ontario, and Eastvale—were consulted at the onset and involved in the process through an agency scoping meeting (see Chapter 2).</p> <p>The project would require review and approval of the DEIR from Caltrans, and the City would need to file a formal request and receive formal written approval from Caltrans prior to implementing any physical infrastructure, such as signs, or enforcing the ordinance. This is consistent with policy ME 8.30.</p>

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**Table 5.3-2 City of Jurupa Valley General Plan Consistency Analysis**

Applicable Policies	Project Consistency Analysis
<p>ME 8.44 Air Quality. Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.</p>	<p><b>Consistent:</b> The proposed project incorporates the requirements of goals AQ 1 and AQ 2, which address the protection of residents, especially sensitive receptors, from toxic air pollution and the reduction of emissions from mobile sources:</p> <ul style="list-style-type: none"> <li>AQ 1 Works with regional, sub-regional, and state agencies to protect and improve air quality and reduce greenhouse gas emissions.</li> <li>AQ 2 Helps protect its residents, and especially senior citizens, youth and other sensitive receptors, from toxic air pollution.</li> </ul> <p>The project is consistent with policy ME 8.44.</p>
<p><b>ME 6: Commercial Trucks</b></p>	
<p>ME 6.1.2 Establish Truck Routes: Study commercial truck movements and operations in the City and establish weight-restricted truck routes away from noise-sensitive areas, where feasible.</p> <p>Program 6.1.2 calls for the City to adopt truck routes separately, and modification on an as-needed basis.</p> <p>The City must follow sound planning principles in determining the location and design of truck routes. Truck routes shall:</p> <ol style="list-style-type: none"> <li>1. Be compatible with land use along the route and shall not be located in areas designated by the General Plan for Residential Use or in Village areas.</li> <li>2. Be located on primary transportation corridors that provide connectivity to industrial centers and to freeways and that are suitably designed and sized for the intended purpose.</li> <li>3. Mitigate traffic congestion, noise, engine idling and air pollution.</li> <li>4. Be located where they would not impact noise- and vibration-sensitive land uses, including but not limited to schools, public parks and sports fields, convalescent facilities, libraries and medical facilities.</li> </ol>	<p><b>Consistent.</b> The City has not established designated truck routes in the current General Plan, but restricts access on some designated roadways.</p> <p>Iteris Inc. conducted a traffic impact analysis for the proposed project that identified potentially significant impacts from diverting trucks to other roadways. During the analysis, staff consulted with adjacent jurisdictions, and a report was completed detailing project-related traffic impacts. The analysis recommendations for the City to determine the impacts and feasibility of directing trucks away from Etiwanda Avenue and Country Village Road and redirecting to alternative routes. The traffic impact analysis was prepared consistent with the City's General Plan Mobility Element and is further described in Section 5.5, <i>Traffic and Transportation</i>.</p> <p>The project is consistent with policy ME 6.1.2.</p>
<p>ME 6.1.3 Implement Truck Routes. Limit truck traffic in residential and commercial areas to designated truck routes; limit construction and commercial truck through- traffic to designated routes; and include truck routes on City's Master Plan of Streets and Trails.</p>	<p><b>Consistent.</b> As stated above, the City does not currently have any designated truck routes. The consideration of the Etiwanda and Country Village Road truck restriction ordinance is consistent with policy ME 6.1.3 to limit truck traffic in residential and commercial areas.</p>
<p><b>Conservation and Open Space Element</b></p>	
<p><b>COS 9 – Scenic resources</b></p>	
<p>2. Utilities and Signs. In and near public streets, public spaces and parks, and important scenic resources, features that clutter, degrade, intrude on, or obstruct views should be avoided. Necessary features, such as utility and communication equipment, and traffic equipment and signs should be designed, finished with a matte, earth-toned color, and placed so as to not impinge upon or degrade scenic views, consistent with the primary objective of safety. New billboard and electronic signs within scenic corridors shall be prohibited, and existing billboard signs should be removed when possible.</p>	<p><b>Consistent:</b> Upon implementation of the proposed project, the signs erected by the City of Jurupa Valley to enforce the truck route restrictions would be in compliance with Caltrans procedures for truck route restrictions procedures and the Caltrans Sign Specifications. The signage would be consistent with the existing signage in the City of Jurupa Valley, and would not include any billboard or electronic signs. The project site is not within a scenic corridor, and therefore the potential signage does not have an impact on scenic resources.</p>



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Applicable Policies	Project Consistency Analysis
<b>Air Quality Element</b>	
<b>AQ 9 – Climate change</b>	
<p>AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).</p>	<p><b>Consistent:</b> Impacts for GHGs were analyzed in relation to SCAQMD thresholds in Section 5.2, and the project is consistent with policy AQ 9.5.</p>
<b>Noise Element</b>	
<b>NE 2 – Mobile Noise Sources</b>	
<p>NE 2.1.1 Truck Routes. Prepare and adopt truck routes to direct commercial trucks away from sensitive noise receptors.</p>	<p><b>Consistent:</b> The primary objective of the proposed project is to consider the adoption of a City ordinance restricting truck access on two roadway segments near residential areas, including Mira Loma Village, a neighborhood on Etiwanda Avenue. The ordinance would divert truck routes from this area, which would reduce noise level at adjacent residential areas and help protect residents of the neighborhood and other sensitive noise receptors. This is consistent with policy NE 2.1.1.</p>
<p>NE 2.1.2 City Actions. The City will consider implementing one or more of the following measures where existing or cumulative increases in noise levels from new development significantly affect noise-sensitive land uses or residential neighborhoods:</p> <ol style="list-style-type: none"> <li>1. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Mobility Element, and that do not adjoin noise-sensitive land uses.</li> <li>2. Rerouting commercial trucks onto streets that do not adjoin noise-sensitive land uses.</li> <li>3. Constructing noise barriers.</li> <li>4. Reducing traffic speeds through street or inter-section design methods (also refer to the Mobility Element).</li> <li>5. Retrofitting buildings with noise-reducing features.</li> <li>6. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or requiring noise mitigation or trip reduction programs as a condition of development approval.</li> <li>7. Encourage and support stepped up enforcement of traffic laws and the <i>California Vehicle Code</i>.</li> </ol>	<p><b>Consistent:</b> As stated previously, the primary objective of the proposed project is to reroute truck traffic onto roadways that do not adjoin sensitive receptor areas, diverting traffic from streets adjacent to such areas. Section 5.4, <i>Noise</i>, quantifies the reduction in traffic-related noise levels relative to sensitive residential uses anticipated due to implementation of the truck restriction. The project is consistent with policy NE 2.1.2.</p>
<b>Environmental Justice Element</b>	
<b>EJ 1 – Meaningful public input and capacity building</b>	
<p>EJ 1.1 Public Participation. Ensure that affected residents have the opportunity to participate in decisions that affect their health.</p> <p>EJ 1.2 Facilitate Community Involvement. Facilitate the involvement of residents, businesses, and organizations in all aspects of the planning process.</p> <p>EJ 1.4 Public Meetings. Schedule public meetings on key issues affecting the public at times and locations most convenient to community members.</p>	<p><b>Consistent:</b> As part of the proposed project and per CEQA Guidelines § 15083, the City of Jurupa Valley held a public scoping meeting for the general public and special interest groups to voice concerns regarding the proposed project. Also consistent with CEQA, the project held a 30-day comment period from the release of the Notice of Preparation for the public to comment on the scope of the proposed project. All public review documents are available at the City of Jurupa Valley Planning Department and on the City’s website. Translation services were made available for public meetings and public hearings.</p> <p>Additional agency outreach was conducted to better understand the concerns of other affected jurisdictions. Outreach was conducted with the</p>

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Applicable Policies	Project Consistency Analysis
<p>EJ 1.5 Communication Techniques. Utilize a variety of communication techniques and social media tools to convey information to the public.</p> <p>EJ 1.6 Translation Services. 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.</p>	<p>cities of Fontana, Ontario, and Eastvale; Caltrans; the County of Riverside; and the Western Riverside Council of Governments. Availability of project-related studies and CEQA documents, and public information were in compliance with CEQA requirements and the City's procedures (see Section 2.2 of this DEIR).</p> <p>Meaningful public input and stakeholder engagement were taken into account when assessing project scope, alternatives, and mitigation measures. The project is consistent with EJ.1.1 through EJ 1.6.</p>
<p>EJ 1.7 Public Awareness. Support efforts to raise the public's awareness of the importance of a healthy environment and physical activity.</p>	<p><b>Consistent:</b> A primary objective of the proposed project is to comply with the terms of the settlement agreement reached in <i>CCA EJ v. County of Riverside et. al.</i> to conduct proceedings for diverting trucks traffic from the identified roadway segments. Raising awareness of environmental health was a key component of public outreach meetings conducted in the CEQA process for this DEIR, and consistent with policy EJ 1.7.</p>
<p>EJ 1.11 Environmental Screening. Identify those areas of the City most vulnerable to environmental hazards through CalEnviroScreen, the Environmental Justice Screening Model (EJSM), or other model.</p>	<p><b>Consistent:</b> Communities in the proposed project area and adjacent cities that are impacted by the project are or are adjacent to disadvantaged communities identified by CalEnviroScreen 3.0. The proposed project would help to mitigate air quality and traffic and transportation issues by identifying mitigation measures to reduce the impacts of diverting trucks. Through the settlement reached in <i>CCA EJ v. County of Riverside et. al.</i> and consistent to the CEQA guidelines, the City is required to consider how the environmental and public health burdens of a proposed project would specifically affect vulnerable communities. The project is consistent with EJ 1.11.</p>
<b>EJ 2 – Land use and the environment</b>	
<p>EJ 2.9 Access to Decision-making Process. 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, and conducting public information meetings with interpreters.</p>	<p><b>Consistent:</b> See response to policies E.J 1.1 through EJ 1.6.</p>
<p>Program EJ 2.1.1 Truck Routes. Designate truck routes to avoid residential areas including low-income and minority neighborhoods</p>	<p><b>Consistent:</b> The City of Jurupa Valley has not designated truck routes, although there are truck restrictions on designated roadways within the City, as shown in Figure 3-26 of the City's General Plan. The proposed project would restrict truck access on two roadway segments because of their proximity to residential areas. By approving the ordinance, truck routes would be diverted from this area to help protect the residents living in the neighborhood and other sensitive receptor populations. The anticipated diversion of trucks to alternate routes would result in an increase in truck traffic to areas primarily industrial. The project is consistent with this General Plan program.</p>

Source: City of Jurupa Valley General Plan, September 2017.

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

### 5.3.5 Cumulative Impacts

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

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

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

Implementation of the proposed Project is consistent with the applicable goals and policies of the SCAG 2016 RTP/SCS and the City of Jurupa Valley General Plan. Implementation of the proposed project would allow the City of Jurupa Valley to meet the requirements of the Consent Judgement and provide for a more sustainable transportation system within the City.

The projected growth conditions in the City by 2035 include conversion of a total of 4,494 acres of vacant developable land, or 16.1 percent of the city area. Some of this vacant land area surrounds the project roadways. The City also designates residential land use and other land use designations by type within the City’s General Plan. However, since the proposed project does not propose new housing or residential uses, does not contribute to overall employment or population growth in the City, the considerable cumulative impacts are not significant in accordance with City’s General Plan or SCAG’s RTP/SCS.

The quantified analysis for Air Quality (including health risk), Greenhouse Gases, and Noise were all based on trip generation information provided in the traffic study. Traffic forecasts were derived from the RivTAM Traffic Demand Model and the 2020 and 2035 scenarios were modeled for the project. The future year scenarios includes expected growth in population and employment of the cities in the study area, incorporating several cumulative projects, including major warehousing projects such as the Space Center along Etiwanda Avenue. The project would not contribute to cumulatively considerable impacts relative to land use and planning.

### 5.3.6 Level of Significance After Mitigation

Impacts would be less than significant.

## 5. Environmental Analysis

### LAND USE PLANNING

#### 5.3.7 References

Jurupa Valley, City of (Jurupa Valley). 2017, September. City of Jurupa Valley General Plan.

Southern California Association of Governments (SCAG). 2016, April. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.

<http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.