

## 2. Introduction

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### 2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

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

The lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment” (Guidelines § 21067). The City of Jurupa Valley has the principal responsibility for approval of the Etiwanda Avenue/Country Village Road Truck Restriction Ordinance project. For this reason, the City of Jurupa Valley is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed Etiwanda Avenue/Country Village Road Truck Restriction Ordinance to allow the City of Jurupa Valley to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

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

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed Etiwanda Avenue/Country Village Road Truck Restriction Ordinance project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

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### 2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Jurupa Valley determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on February 9, 2018 (see Appendix A). Comments received during the initial study’s public review period, from February 9, 2018, to March 10, 2018, are in Appendix B. Table 2-1 compiles the comment received from agencies/persons and identifies the section(s) of this DEIR where the issues are addressed.

**Table 2-1 NOP Written Comments Summary**

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed
Native American Heritage Commission (NAHC)  Gayle Totton, M.A., PhD Associate Governmental Program Analyst	2/12/2018	<ul style="list-style-type: none"> <li>Provides details on Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) requirements.</li> <li>Recommends lead agencies consult with all California Native American tribes traditionally and culturally affiliated with the project area per AB 52 and SB 18 requirements.</li> <li>States that lead agencies should contact appropriate regional California Historical Research Information System Centers for an archaeological records search of the project area, prepare a professional cultural resources assessment report, and contact the NAHC for a Sacred Lands File search and Native American Tribal Consultation List.</li> <li>Lead agencies should include mitigation to reduce impacts to potentially inadvertently discover archaeological resources during project construction, including plans for the disposition of recovered cultural items and human remains.</li> </ul>	<p>City forwarded tribal invitations to consult—per the requirements of AB 52 and as described in the Initial Study—to these California Native American tribes: Gabrieleño Band of Mission Indians–Kizh Nation, Soboba Band Luiseño Indians, and Torres Martinez Band of Cahuilla Indians.</p> <p>Gabrieleno r Band of Mission Indians–Kizh Nation requested consultation and during consultation stated that since no ground disturbance would occur , they had no concerns.</p>
South Coast Air Quality Management District (SCAQMD)  Lijin Sun, JD Program Supervisor, CEQA IGR Planning, Rule Development, & Area Sources	3/6/2018	<ul style="list-style-type: none"> <li>Requests a copy of the DEIR and all appendices and technical documents related to air quality, health risk, and GHGs.</li> <li>Recommends use of SCAQMD CEQA Air Quality Handbook and CalEEMod emissions software.</li> <li>Recommends review of the 2016 AQMP and “Guidance Document for Addressing Air Quality Issues in Local Planning” for strategies to reduce air pollution exposure near high-volume roadways.</li> <li>Requests lead agency to compare emission results to the recommended SCAQMD regional significance thresholds.</li> <li>States that the lead agency should identify any potential adverse air quality impacts and sources of air pollution in the DEIR.</li> <li>Recommends that the lead agency prepare a mobile source health risk assessment, and provides resources for guidance for performing the assessment.</li> <li>Provides resources to assist lead agency with identifying possible mitigation measures.</li> </ul>	<p>Section 5.1, <i>Air Quality</i> and Section 5.2, <i>Greenhouse Gas Emissions</i></p> <p>SCAQMD will be provided the requested DEIR and support appendices/modeling information.</p>

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**Table 2-1 NOP Written Comments Summary**

Commenting Agency/Person	Letter Dated	Summary of Comments	Issue Addressed
		<ul style="list-style-type: none"> <li>Provides online link to information regarding SCAQMD permits.</li> <li>Provides information on how to access SCAQMD Public Information Center for relevant rules, data, and other resources.</li> <li>Notes that SCAQMD staff is available to work with the lead agency to ensure air quality impacts are accurately evaluated.</li> </ul>	
Caltrans District 8  Yong H. Kim Caltrans, Truck Service Manager/ADA Program Advisor District 8 - Traffic Operations	3/9/2018	<ul style="list-style-type: none"> <li>Requests the submittal of an encroachment permit for installation of advance warning signs on the main line of SR-60 and affected ramps for truck restriction on local streets.</li> </ul>	If project is approved and implemented, City will comply with Caltrans encroachment permit requirements.
City of Ontario  Scott, Murphy, Assistant Development Director	03/15/18	<ul style="list-style-type: none"> <li>States that the traffic division of the City of Ontario has reviewed the NOP and is requiring that, in addition to the effects of the proposed project on the study intersections—including transit, bicycle and pedestrian modes of travel—the traffic impact analysis should address effects (wear/tear) to pavement/intersections along the proposed truck routes.</li> </ul>	Pavement wear/tear and maintenance is not a CEQA issue. This concern will be forwarded to decision-makers for their consideration.

A scoping meeting was held on March 1, 2018, at the Jurupa Valley City Hall, 8930 Limonite Avenue, Jurupa Valley, CA 92509, to elicit comments on the scope of the DEIR. A list of attendees is provided in Appendix B. Table 2-2 provides a summary of written and verbal comments received from attendees at the public scoping meeting.

**Table 2-2 Public Scoping Meeting Comment**

Commenting Agency/Person	Summary of Comment	Issue Addressed
Center for Community Action and Environmental Justice (CCA EJ)  Graciela Larios	<ul style="list-style-type: none"> <li>CCA EJ stated that the organization will send comments in writing regarding the project.</li> </ul>	No response needed.

Due to the nature of the proposed project, the City of Jurupa Valley also held an agency scoping meeting on March 13, 2018, for stakeholders to provide comments on the scope of the proposed project. A list of attendees is provided in Appendix B. Table 2-3 provides a summary of written and verbal comments received from attendees at the public scoping meeting.

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**Table 2-3 Agency Scoping Meeting Comments**

Commenting Agency/Person	Summary of Comment	Issue Addressed
South Coast Air Quality Management District (SCAQMD)  Lijin Sun, J.D. Program Supervisor, CEQA IGR Planning, Rule Development, & Area Sources	<ul style="list-style-type: none"> <li>• Requested consideration of air quality as one of the project's objectives.</li> <li>• Requested that air quality be addressed as an overarching technical discipline including HRA, AQ, and GHG.</li> <li>• Asked that technical appendices be sent in electronic format to SCAQMD to speed review process</li> <li>• Asked whether the grace period, interim condition should be analyzed.</li> <li>• Asked the City to consider a 60-day review. [City denied this request.]</li> <li>•</li> </ul>	Section 4.1, <i>Air Quality</i> and Section 4.2, <i>Greenhouse Gases</i>
City of Ontario Engineering  Jay Batista	<ul style="list-style-type: none"> <li>• Requested pavement mitigation.</li> </ul>	Pavement wear/tear and maintenance is not a CEQA issue. This concern will be forwarded to decision-makers for their consideration.
Caltrans District 8  James Shankel Senior Environmental Planner Branch Chief, Environmental Studies "C"	<ul style="list-style-type: none"> <li>• Is interested in the usage of SR-60, and identifying traffic redistribution</li> <li>• Questioned whether traffic study area is sufficient.</li> </ul>	Section 5.1, <i>Transportation and Traffic</i>

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the initial study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered potentially significant are addressed in this DEIR, but issues identified as less than significant or of no impact are not. Refer to the initial study in Appendix A for discussion of how these initial determinations were made.

### 2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the public scoping meeting and the agency scoping meeting. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would eliminate these impacts or reduce them to a level of less than significant. The information in Chapter 3, *Project Description*, establishes the basis for analyzing project-related environmental impacts.

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### 2.3.1 Impacts Considered Less Than Significant

During preparation of the Initial Study, the City of Jurupa Valley determined that 14 environmental impact categories were not significantly affected by or did not affect the proposed Etiwanda Avenue/Country Village Road Truck Restriction Ordinance project. These categories are not discussed in detail in this DEIR.

- Aesthetics
- Agriculture and Forestry
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Population and Housing
- Public Services
- Recreation
- Mineral Resources
- Hazards and Hazardous Materials
- Tribal Cultural Resources
- Utilities and Service Systems

### 2.3.2 Potentially Significant Adverse Impacts

The City of Jurupa Valley determined that five environmental factors have potential for significant impacts if the proposed project is implemented. These categories are discussed in detail in this DEIR.

- Air Quality
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation and Traffic

### 2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a “statement of overriding considerations” before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

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### ■ **Traffic and Transportation**

#### ● **Impacts to Study Area Intersections**

Under 2035 conditions, the intersection analysis results under 2035 Without Project and 2035 With Project conditions show that most intersections operate at LOS D or better under 2035 conditions. The following intersections are forecast to be deficient:

- 5, Etiwanda Avenue/SR-60 EB On-Ramp (Without Project, AM Peak Hour)
- 12, Etiwanda Avenue/Mission Boulevard (Without and With Project, AM and PM peak hour)
- 13, Etiwanda Avenue/Philadelphia Street (Without and With Project, PM peak hour)
- 15, Milliken Avenue/Mission Boulevard (Without and With Project, PM peak hour)
- 17, Country Village/Philadelphia Street (Without and With Project, PM peak hour)
- 18, Country Village at SR-60 Westbound Ramps (Without and With Project, AM and PM peak hour)

#### ● **Impacts to Freeway System Operation**

The project would contribute additional trips to study area freeway on/off ramps. In 2020, project-related trips would result in additional trips/delays at 5 of the 16 study area ramps. In 2035, 7 of the 16 ramps would experience project-related impacts. Freeway ramps are not within the City's jurisdiction and feasible mitigation, has, therefore, not been identified. Any trip addition to ramps already operating at unacceptable levels would be considered a significant impact, as follows:

- I-15 Southbound Off- Ramp at Jurupa Street (2020)
- I-15 Southbound On- Ramp at Jurupa Street (2020, 2035)
- I-15 Northbound Off-Ramp at Jurupa Street (2035)
- I-15 Northbound On-Ramp at Jurupa Street (2035)
- Milliken Avenue at SR-60 Eastbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Etiwanda Avenue at SR-60 Eastbound On-ramp(2020, 2035)
- Etiwanda Avenue at SR-60 Westbound Off-ramp (2035)
- Mission Avenue at SR-60 Eastbound Off-Ramp (2035)
- Mission Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Country Village at SR-60 Westbound Off-Ramp (2035)
- Country Village at SR-60 Eastbound Off-Ramp (2035)

#### ● **Congestion Management Plan**

Implementation of the proposed truck restriction ordinance would result in designated highways exceeding congestion management agency service standards.

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### 2.4 INCORPORATION BY REFERENCE

The following document is incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and it is available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509, the City's website, and two local public libraries (see Section 2.5).

- **Jurupa Valley General Plan 2017.** The City of Jurupa Valley General Plan serves as the major blueprint for directing growth in Jurupa Valley and regulates the existing land uses on the proposed project site. The General Plan analyzes existing conditions in the City, including physical, social, cultural, and environmental resources and opportunities. The General Plan also looks at trends, issues, and concerns that affect the region; includes City goals and objectives; and provides policies to guide development and change.

### 2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of Jurupa Valley will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City of Jurupa Valley for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at various locations:

- City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509
- Louis Rubidoux Library, 5840 Mission Boulevard, Jurupa Valley, CA 92509
- Glen Avon Library, 9244 Galena Street, Jurupa Valley, CA 92509
- City of Jurupa Valley, City News website:

### 2.6 MITIGATION MONITORING

Public Resources Code, Section 21081.6, requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

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