

## Appendices

# **Appendix A      Notice of Preparation and Initial Study**

## Appendices

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THE CITY OF JURUPA VALLEY

**NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
ETIWANDA AVENUE/COUNTRY VILLAGE ROAD TRUCK RESTRICTION  
ORDINANCE**

**TO:** State Clearinghouse, Responsible Agencies, Trustee Agencies, and Interested Parties

Notice is hereby given that the City of Jurupa Valley ("City"), as lead agency, will be preparing an Environmental Impact Report (EIR) for the project identified below. We are requesting your comments on the scope and content of the EIR.


**PURPOSE OF THE NOTICE OF PREPARATION:** The purpose of this notice is (1) to serve as a Notice of Preparation of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) to notice the public scoping meeting.

**HOW AND WHEN TO COMMENT:** The City of Jurupa Valley welcomes input and comments regarding the preparation of the EIR. Comments in response to this notice must be received no later than 30 days beginning **February 9, 2018** and ending the close of business on **March 10, 2018**. All comments must be submitted in writing or email to the following:

City of Jurupa Valley Planning Department  
Attn: Jim Smith, P.E., Sr. Management Advisor  
8930 Limonite Avenue, Jurupa Valley, CA 92509  
Phone: (951) 332-6464  
E-mail: [jsmith@jurupavalley.org](mailto:jsmith@jurupavalley.org)

**PUBLIC SCOPING MEETING:** The City will conduct a Public Scoping Meeting in conjunction with this Notice of Preparation in order to present the project and the EIR process and to receive public comments and suggestions regarding the scope and content of the EIR. The meeting will be held on **March 1 at 3:00 p.m.** at the Jurupa Valley City Hall, 8930 Limonite Avenue, Jurupa Valley, CA 92509. You are welcome to attend and give us your input on the scope of the EIR so that it addresses all relevant environmental issues.

By:

  
\_\_\_\_\_  
Jim Smith, P.E., Sr. Management Advisor

**Publishing Date:** February 9, 2018

**PROJECT TITLE:** Etiwanda Avenue/Country Village Road Truck Restriction Ordinance

**PROJECT LOCATION:** The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, City of Norco to the south, City of Eastvale to the west, and City of Riverside and County of San Bernardino to the east. Specifically, the proposed project involves the following roadway segments: (Refer to Exhibits 1).

- Etiwanda Avenue between SR-60 and Hopkins Street.
- Country Village Road between SR-60 and Philadelphia Avenue.

**PROJECT DESCRIPTION:** The proposed project is the adoption of a City ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley.

Evaluation and consideration of the proposed truck restriction ordinance is a requirement of a settlement agreement based on a 2011 lawsuit filed by the Center for Community Action and Environmental Justice (CCA EJ) challenging the County of Riverside's approval of the Mira Loma Commerce Center. The City of Jurupa Valley is subject to the settlement agreement.

Based upon the Consent Judgment, the City agreed to comply with specific settlement terms. On February 20, 2014, the City initiated traffic studies on Etiwanda Avenue from the State Route 60 to Hopkins Street. Information concerning the traffic studies was presented at the City Council meeting of December 4, 2014. Pursuant to requirements outlined by the State of California Department of Transportation (Caltrans), it was noted that a diversion of trucks to other roadways would need further study to identify potential impacts of noise and air quality. Implementing truck restrictions would also require support from adjoining communities.

On February 5, 2015, additional study work for traffic, air, and noise were initiated. The findings presented on May 5, 2016 revealed truck restrictions along Etiwanda Avenue would also cause impacts to residents along Country Village Road, north of State Route 60. The truck restriction route was expanded to include Country Village Road between SR 60 and Philadelphia Avenue.

**POTENTIALLY ENVIRONMENTAL IMPACTS:** An Initial Study was prepared for the proposed project and can be accessed online at the City's homepage: [www.jurupavalley.org](http://www.jurupavalley.org) under the City News section. Based on the Initial Study, the proposed project may result in potentially significant adverse environmental impacts related to:

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

Consistent with the findings of the Initial Study, an EIR will be prepared to focus on these topics. Additional issues or concerns that may be raised pursuant to this Notice of Preparation (NOP) and/or scoping meeting(s) conducted for the proposed project will also be addressed in the EIR.

The following technical studies will be prepared in support of the EIR:

- |                            |                          |
|----------------------------|--------------------------|
| ▪ Air Quality              | ▪ Health Risk Assessment |
| ▪ Greenhouse Gas Emissions | ▪ Transportation/Traffic |
| ▪ Noise                    |                          |

As required by CEQA, the EIR will also address potential Energy impacts pursuant to Appendix F in a separate section, "Other CEQA Considerations."

Where potentially significant environmental impacts are identified, the EIR will discuss mitigation measures that may make it possible to avoid or reduce significant impacts, as appropriate.

**CUMULATIVE IMPACTS:** The EIR will include a discussion of the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area.

**CONSIDERATION OF SIGNIFICANT EFFECTS:** The EIR will identify and focus on the significant effects of the project and include the following discussions, as required by CEQA Guidelines Section 15126.2:

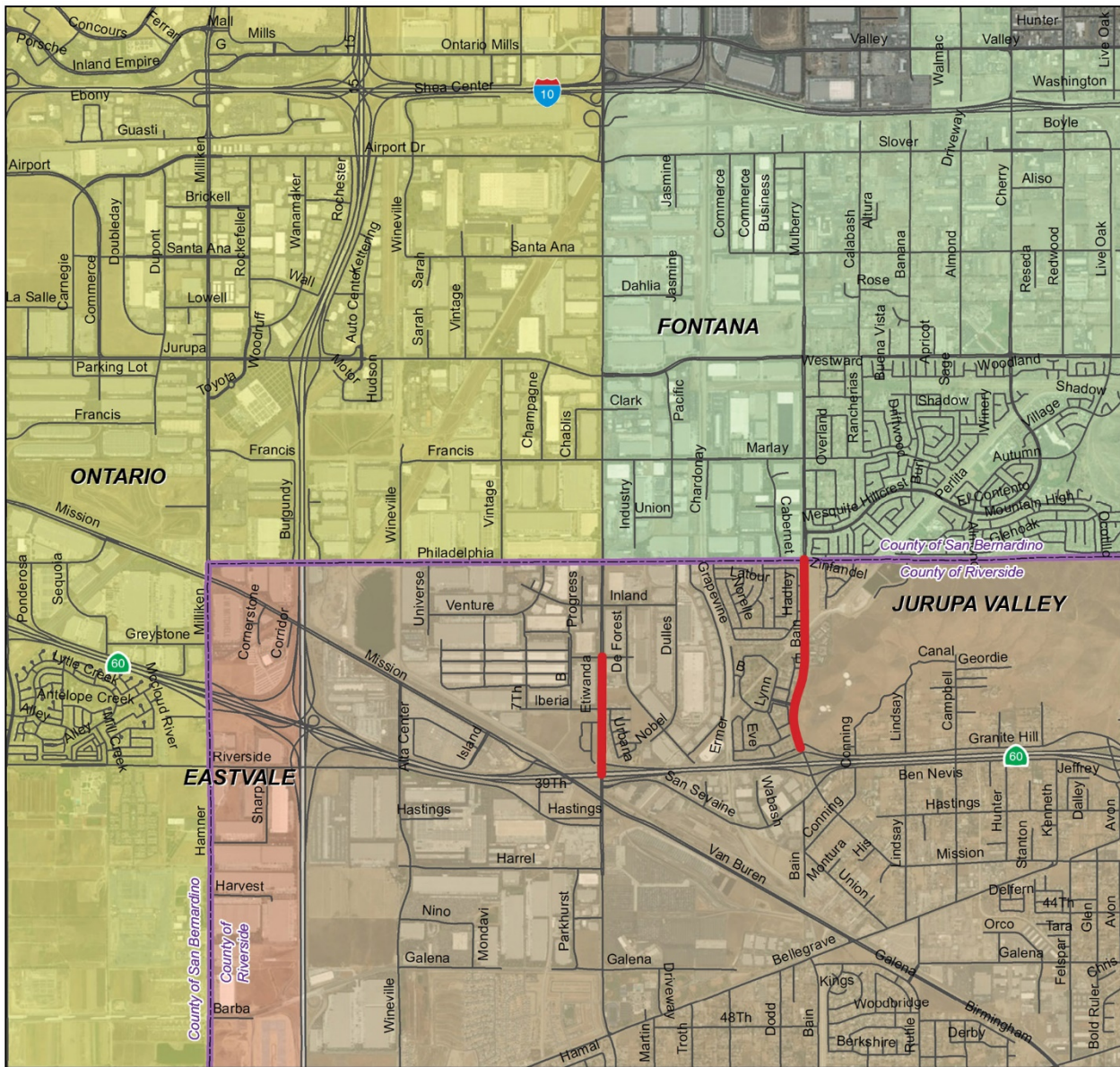
- Effects Found Not to Be Significant
- Significant Unavoidable Impacts
- Significant Irreversible Changes
- Growth-Inducing Impacts

**ALTERNATIVES TO THE PROPOSED PROJECT:** In compliance with CEQA, the EIR will also address a reasonable range of alternative that are defined and analyzed on the basis of their ability to: 1) avoid or reduce one or more of the project's significant impacts, and 2) feasibly attain most of the basic objectives of the project.

Alternatives considered but eliminated from further consideration will also be documented. The environmentally superior alternative will be identified; if it is the No Project Alternative, then one of the development alternatives will be identified as environmentally superior to the others.

**Attachments:**

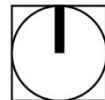
Figure 1. Proposed Truck Restriction Roadway Segments



County Boundary

Proposed Route Restrictions for Trucks over 16,000 lbs.

0 3,500  
Scale (Feet)



Base Map Source: ESRI, 2018

Etiwanda Avenue/Country  
Village Road Truck  
Restriction Ordinance

Proposed Truck Restriction Roadway  
Segments

Exhibit 1

# Initial Study

## **City of Jurupa Valley Etiwanda Avenue/Country Village Road Truck Restriction Ordinance:**



City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, CA 92509  
Contact: Jim Smith, P.E., Sr. Management Advisor(951) 332-6464  
[jsmith@jurupavalley.org](mailto:jsmith@jurupavalley.org)

January 2, 2018

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## **INTRODUCTION**

### **1.1 Purpose of the Initial Study**

While it has been determined that an Environmental Impact Report (EIR) will be required for the project, one of the additional purposes of an Initial Study is to focus an EIR on the effects determined to be significant, identifying the effects determined not to be significant, (and) substantiating why potentially significant effects would not be significant.” (State CEQA Guidelines, Section 15063(c)). Therefore, one of the key purposes of this Initial Study is to focus the EIR’s analysis on potential project-related impacts that would be potentially significant, while eliminating potential impacts that are clearly less-than-significant from further review.

### **1.2 Initial Study Checklist**

This document is an Initial Study prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

### **1.3 Potentially Significant Environmental Effects**

The analysis presented in this Initial Study indicates that the Project may result in potentially significant effects related to:

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

Consistent with the conclusion and findings of this Initial Study , an EIR will be prepared for the Project to focus on these topics. Additional issues or concerns that may be raised pursuant to the EIR Notice of Preparation (NOP) process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

### **1.4 Environmental Effects Found Not to be Potentially Significant**

The following list identifies the environmental issues that, pursuant to the findings of this Initial Study , have been determined to pose no potentially significant environmental impacts.

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise (aircraft noise)

- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems

## **2.0 PROJECT BACKGROUND**

### **2.1 Project Description**

The Mira Loma Commerce Center was approved in 2011 by the Riverside County Board of Supervisors. A lawsuit was filed by the Center for Community Action and Environmental Justice (CCA EJ) challenging the County's approval of the project. A settlement agreement was reached in the case of *Center for Community Action and Environmental Justice v. County of Riverside* which included a requirement to conduct a study for restricting trucks on Etiwanda Avenue between SR-60 and Hopkins Street. The City is subject to the settlement agreement.

Based upon the Consent Judgment, the City agreed to comply with specific settlement terms. On February 20, 2014, the City initiated traffic studies on Etiwanda Avenue from the State Route 60 to Hopkins Street. Information concerning the traffic studies was presented at the City Council meeting of December 4, 2014. Pursuant to requirements outlined by the State of California Department of Transportation (Caltrans), it was noted that a diversion of trucks to other roadways would need further study to identify potential impacts of noise and air quality. Implementing truck restrictions would also require support from adjoining communities.

On February 5, 2015, additional study work for traffic, air, and noise were initiated. The findings presented on May 5, 2016 revealed truck restrictions along Etiwanda Avenue would also cause impacts to residents along Country Village Road, north of State Route 60. The truck restriction route was expanded to include Country Village Road between SR 60 and Philadelphia Avenue.

The proposed project is the adoption of a City ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. Transportation modeling analyzing traffic pattern changes due to the proposed project forecasted:

- Decrease of heavy vehicle trips on Etiwanda Avenue and Country Village Road at SR-60 and within the project limits
- Increase of heavy vehicle trips on Philadelphia Street to Milliken Avenue to access SR-60 and I-15
- Increase of heavy vehicle trips on Jurupa Avenue west of Etiwanda Avenue to access I-15

### **2.2 Project Location**

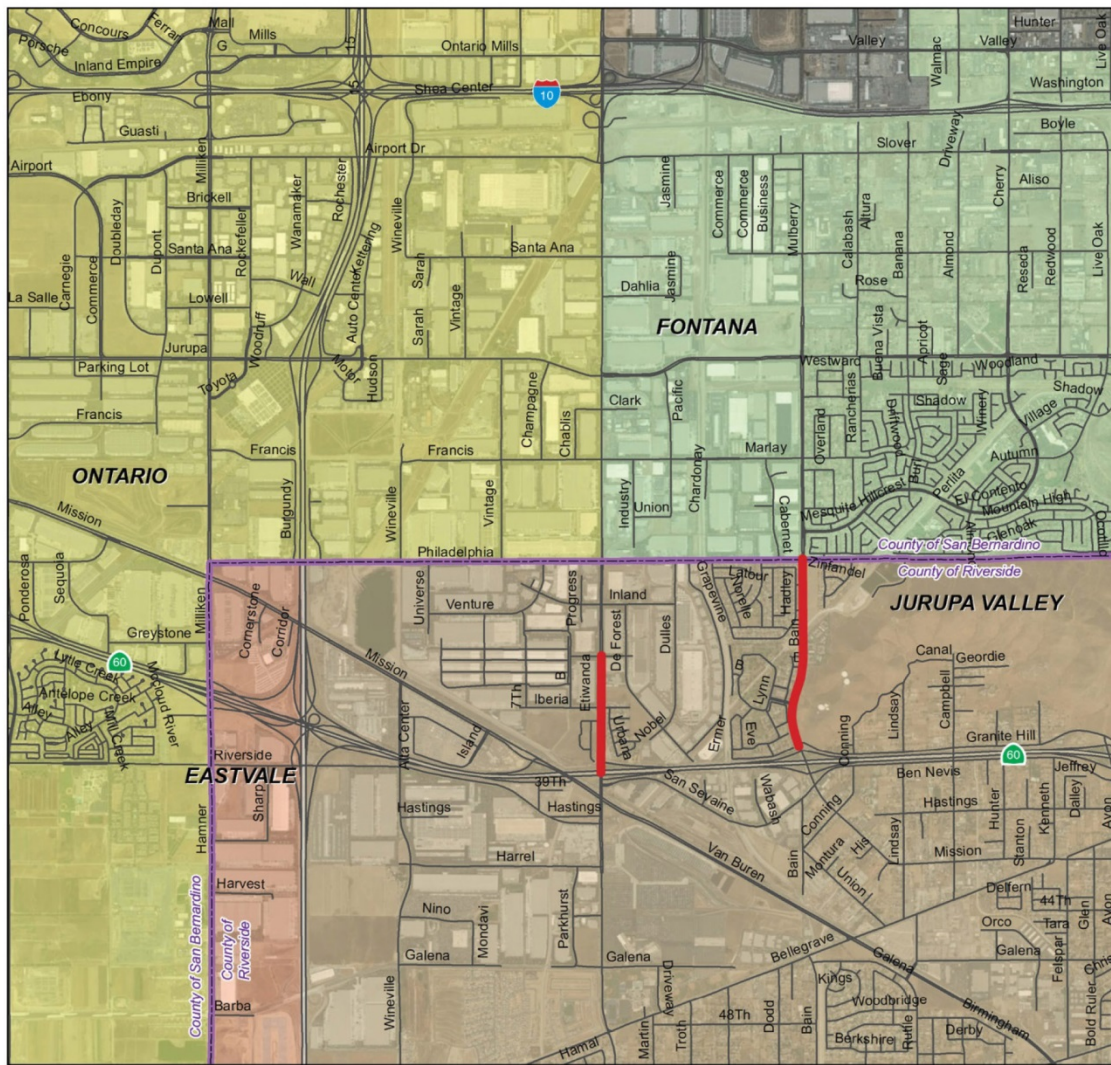
The City of Jurupa Valley covers approximately 43.5 square miles within the County of Riverside. The City is bordered by the City of Fontana and County of San Bernardino to the north, City of Norco to the south, City of Eastvale to the west, and City of Riverside and County of San Bernardino to the east. Specifically, the proposed project involves the following roadway segments: (Refer to Exhibits 1-3 ).

- Etiwanda Avenue between SR-60 and Hopkins Street.
- Country Village Road between SR-60 and Philadelphia Avenue.

As a result of restricting trucks at these locations, other transportation facilities would be impacted as shown in Table 1 and Exhibit 4.

**Table 1. Study Locations**

#	Intersection
1	I-15 SB Ramps & Jurupa Street
2	I-15 NB Ramps & Jurupa Street
3	Milliken Avenue & SR-60 EB Ramps
4	Milliken Avenue & SR-60 WB Ramps
5	Etiwanda Avenue & SR-60 EB On-Ramp
6	Etiwanda Avenue & SR-60 WB Off-Ramp
7	Mission Avenue & SR-60 EB Off-Ramp
8	Mission Avenue & SR-60 WB On-Ramp
9	Etiwanda Avenue & Slover Avenue
10	Etiwanda Avenue & Hopkins Street
11	Etiwanda Avenue & Iberia Street
12	Etiwanda Avenue & Mission Boulevard
13	Etiwanda Avenue & Philadelphia Street
14	Etiwanda Avenue & Jurupa Street
15	Milliken Avenue & Mission Boulevard
16	Milliken Avenue & Philadelphia Street
17	Country Village & Philadelphia Street
18	Country Village & SR-60 WB Ramps
19	Country Village & SR-60 EB Ramps



County Boundary

Proposed Route Restrictions for Trucks over 16,000 lbs.

0 3,500  
Scale (Feet)



Base Map Source: ESRI, 2018

**Etiwanda Avenue/Country  
Village Road Truck  
Restriction Ordinance**

**Proposed Truck Restriction Roadway  
Segments**

**Exhibit 1**





Route Restrictions for Trucks over 16,000 lbs.

Source: Google Earth Pro, 2018

0 800

Scale (Feet)



**Etiwanda Avenue/Country  
Village Road Truck  
Restriction Ordinance**

**Truck Restriction Location Map/Aerial  
Photo  
Etiwanda Avenue between SR-60 and  
Hopkins Street**

**Exhibit 2**





Route Restrictions for Trucks over 16,000 lbs.

Source: Google Earth Pro, 2018

0 2,000  
Scale (Feet)



**Etiwanda Avenue/Country  
Village Road Truck  
Restriction Ordinance**

**Truck Restriction Location Map/Aerial  
Photo  
Country Village Road between SR-60  
and Philadelphia Avenue**

**Exhibit 3**





**Etiwanda Avenue/Country  
Village Road Truck  
Restriction Ordinance**

**Alternate Routes**

**Exhibit 4**

## **2.3 Existing Site Conditions/Environmental Setting**

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “...the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]).

In the case of the proposed Project, the Initial Study Checklist determined that an EIR is the appropriate form of CEQA compliance document, which requires a Notice of Preparation. Thus, the baseline environmental setting for the Project is the approximate date that the Project’s Notice of Preparation was issued in January 2018.

All of the roadway segments and intersections impacted by the Project are improved functioning roadways with various levels of improvements. All roadways are paved. Depending on the specific location, improvements may also include sub-surface utility lines (e.g. water and sewer), curb, gutter, sidewalk, landscaping, or raised medians.

All roadways are within an urbanized area that is primarily developed with industrial, commercial, or residential development. There are several parcels that are vacant.

### 3.0 INITIAL STUDY/ENVIRONMENTAL CHECKLIST

#### Evaluation Format

This Initial Study Checklist has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. The Project is evaluated based on its potential effect on seventeen (17) environmental factors categorized as follows, as well as Mandatory Findings of Significance:

- |                                     |  |
|-------------------------------------|--|
| 1. Aesthetics                       | 10. Land Use & Planning                |
| 2. Agriculture & Forestry Resources | 11. Mineral Resources                  |
| 3. Air Quality                      | 12. Noise                              |
| 4. Biological Resources             | 13. Population & Housing               |
| 5. Cultural Resources               | 14. Public Services                    |
| 6. Geology & Soils                  | 15. Recreation                         |
| 7. Greenhouse Gas Emissions         | 16. Transportation & Traffic           |
| 8. Hazards & Hazardous Materials    | 17. Utilities & Service Systems        |
| 9. Hydrology & Water Quality        | 18. Mandatory Findings of Significance |

Each factor is analyzed by responding to a series of questions pertaining to the Project's potential impact in the form of a checklist. This Initial Study Checklist provides a manner to analyze the impacts of the Project on each factor in order to determine the severity of the impact and determine if mitigation measures would be required to reduce the impact to less than significant without having to prepare an Environmental Impact Report.

CEQA also requires Lead Agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data (CEQA Guidelines §15064[b]). A determination of whether or not a particular environmental impact will be significant must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines §15064f[5]).

The effects of the Project are then placed in the following four categories, which are each followed by a summary to substantiate why the Project does not impact the particular factor with or without mitigation. If "Potentially Significant Impacts" that cannot be mitigated are determined, then the Project does not qualify for a Mitigated Negative Declaration and an Environmental Impact Report must be prepared:

<b><i>Potentially Significant Impact</i></b>	<b><i>Less Than Significant Impact with Mitigation Incorporated</i></b>	<b><i>Less Than Significant Impact</i></b>	<b><i>No Impact</i></b>
Potentially significant impact(s) have been identified or anticipated that cannot be mitigated to a level of insignificance. An Environmental Impact Report must therefore be prepared.	Potentially significant impact(s) have been identified or anticipated, but mitigation is possible to reduce impact(s) to a less than significant category. Mitigation measures must then be identified.	No "significant" impact(s) identified or anticipated. Therefore, no mitigation is necessary.	No impact(s) identified or anticipated. Therefore, no mitigation is necessary.

Project, and will be included in the Mitigation Monitoring and Reporting Program for the Project.

### Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

	Aesthetics	X	Land Use and Planning
	Agriculture and Forest Resources		Mineral Resources
X	Air Quality	X	Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
	Geology and Soils		Recreation
X	Greenhouse Gas Emissions	X	Transportation/Traffic
	Hazards and Hazardous Materials		Utilities and Service Systems
	Hydrology and Water Quality	X	Mandatory Findings of Significance

## Determination

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be recommended for adoption.

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project Applicant. A MITIGATED NEGATIVE DECLARATION will be recommended for adoption.

☐

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to all applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures are imposed upon the proposed Project, nothing further is required.

☐

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Jim Smith, P.E., Sr. Management Advisor  
Printed Name/Title

\_\_\_\_\_  
City of Jurupa Valley  
Agency

\_\_\_\_\_  
Date

### 3.1 AESTHETICS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				■
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				■

#### **Determination: No Impact for all Issues Described Above.**

Sources: General Plan, Jurupa Area Plan, California Department of Transportation "Scenic Highway Program Eligible and Officially Designated Routes," General Plan Figure C-9 - Riverside County Scenic Highways Google Earth, Project Application Materials.

#### **Impact Analysis**

According to the *General Plan*, scenic vistas are points, accessible to the general public, that provide a view of the countryside. More specifically, a scenic vista is defined as a publicly accessible vantage point that provides expansive views of a highly valued landscape. For example, in Jurupa Valley, a scenic vista would provide publicly accessible vantage points of the Santa Ana River, Jurupa Mountains or the Pedley Hills. Landforms or features that constitute a scenic vista visible or periodically visible on clear days from the Project's vicinity include Rattlesnake Mountains located to the north and east of the Project site.

California's Scenic Highway Program was created by the legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. According to the California Department of Transportation, the Project site is not located within a State Scenic Highway. According to the *General Plan*, the Project site is not adjacent to a County Scenic Highway.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to the roadways will occur and the only new structures may include signage identifying the truck restriction. As such, there are no impacts relating to scenic vistas, scenic resources within a State Scenic Highway, visual character, or light and glare.

These issues **will not** be addressed further in the EIR.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				■
d. Result in the loss of forest land or conversion of forest land to non-forest use?				■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				■

**Determination: No Impact for all Issues Described Above.**

*Sources: California Department of Conservation "Farmland Mapping and Monitoring Program: Riverside County Important Farmland 2010", General Plan Multipurpose Open Space Element. Jurupa Valley General Plan Land Use Map and Zoning Map, Ontario General Plan Land Use Map and Zoning Map, Fontana General Plan Land Use Map and Zoning Map*

## Impact Analysis

The affected roadways do not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program.

The affected roadways are not zoned for specific land uses but rather classified as certain types of roadways describing their functional transportation classification.

Pursuant to the California Land Conservation Act of 1965, a Williamson Act Contract enables private landowners to voluntarily enter into contracts with local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments based upon farming and open space uses as opposed to full market value. None of the affected roadways are under a Williamson Act Contract.

None of the affected roadways contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the affected roadways.

None of the affected roadways and adjacent properties contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resource.

As noted above, the affected roadways are improved paved with various levels of improvements, but in all cases paved. No physical changes to the roadways are proposed by the Project at this time.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to the roadways will occur and the only new structures may include signage identifying the truck restriction. As such, there are no impacts relating to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, conflicts with existing zoning for agricultural use, or a Williamson Act contract, conflicts with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)), the loss of forest land or conversion of forest land to non-forest use, or the involvement of other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

These issues **will not** be addressed further in the EIR.



### 3.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	■			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■			
d. Expose sensitive receptors to substantial pollutant concentrations?	■			
e. Create objectionable odors affecting a substantial number of people?	■			

#### **Determination: Potentially Significant Impact for all Issues Described Above.**

*Source: Project application materials.*

#### **Impact Analysis**

The affected roadways are located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is locally responsible for administration and implementation of the Air Quality Management Plan (AQMP). The truck restriction ordinance could result in an increase in vehicle miles traveled (VMT) from trucks taking a longer transportation route to their destination. As such, implementation of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, the SCAQMD's implementation of the AQMP, violate any air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors affecting a substantial number of people

These issues **will be** addressed in the EIR.

### 3.4 BIOLOGICAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project application materials.*

#### Impact Analysis

The affected roadways do not contain any biological resources. As noted above, the affected roadways are improved paved with various levels of improvements, but in all cases paved.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other mean, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

These issues **will not** be addressed further in the EIR.

### 3.5 CULTURAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5 or a tribal cultural resource pursuant to Public Resources Code 21074?				■
c. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?				■
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				■
e. Disturb any human remains, including those interred outside of formal cemeteries?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project application materials.*

#### Impact Analysis

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

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

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

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

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils. They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion.

The affected roadways do not contain a cemetery and no known formal cemeteries are located within the immediate Project vicinity. In the event that human remains are discovered during any future grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner.

If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to the roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5, cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5 or tribal cultural pursuant to Public Resources Code 21074, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, disturb any human remains, including those interred outside of formal cemeteries

This issue **will not** be addressed further in the EIR.

### 3.6 GEOLOGY AND SOILS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				■
2) Strong seismic ground shaking?				■
3) Seismic-related ground failure, including liquefaction?				■
4) Landslides?				■
b. Result in substantial soil erosion or the loss of topsoil?				■
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?				■
d. Be located on expansive soil, as defined in the Uniform Building Code, creating substantial risks to life or property?				■
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project application materials.*

#### Impact Analysis

The affected roadways are not located within an Alquist-Priolo Earthquake Fault Zone.

The affected roadways are located in a seismically active area of Southern California and are expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the southern California area.

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. The factors controlling liquefaction are:

- Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur:
  - Intense seismic shaking;
  - Presence of loose granular soils prone to liquefaction; and
  - Saturation of soils due to shallow groundwater.

Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements.

The Project does not propose the use of septic tanks or alternative waste water disposal systems.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to the roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault( Refer to Division of Mines and Geology Special Publication 42), expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, result in substantial soil erosion or the loss of topsoil, be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction or collapse, be located on expansive soil, as defined in the Uniform Building Code, create substantial risks to life or property, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

These issues **will not** be addressed further in the EIR.

### 3.7 GREENHOUSE GAS EMISSIONS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■			

**Determination: Potentially Significant Impact for all Issues Described Above**

*Source: Project application materials.*

#### Impact Analysis

The truck restriction ordinance could result in an increase in vehicle miles traveled (VMT) from trucks taking a longer transportation route to their destination. As such, the Project's contribution to greenhouse gases emissions and the Project's consistency with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases could result in a potentially significant impact.

These issues **will** be addressed in the EIR.



### 3.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			■	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?				■
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?			■	
f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?				■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■

#### **Determination: No Impact or Less Than Significant Impact for all Issues**

*Source: Project application materials.*

#### **Impact Analysis**

There are numerous regulations pertaining to the accidental release of hazardous materials resulting from transporting such materials including the following:

**Hazardous Materials Transportation Act.** The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

**California Code of Regulations.** Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction. The Project does not involve the construction of stationary sources of hazardous materials (e.g. manufacturing and processing facilities). Hazardous materials will be transported by truck to existing facilities.

With adherence to mandatory requirements for the transport of hazardous materials, the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the Project would not result in a safety hazard for people residing or working in the Project area, for a project within the vicinity of a private airstrip, the Project would not result in a safety hazard for people residing or working in the Project area, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

These issues **will not** be addressed in the EIR.

### 3.9 HYDROLOGY AND WATER QUALITY

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?				■
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or offsite?				■
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or offsite?				■
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				■
f. Otherwise substantially degrade water quality?				■
g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				■
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				■
j. Inundation by seiche, tsunami, or mudflow?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project application materials.*

## Impact Analysis

The Project does not propose any housing. The Project site is not located within a 100-year flood hazard area. No dams, levees or water bodies exist in the immediate vicinity of the Project site that could adversely affect the site should a structural failure occur. The Pacific Ocean is located more than 50 miles from the Project site.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted), substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or offsite, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on or offsite, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, otherwise substantially degrade water quality, place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, place within a 100-year flood hazard area structures which would impede or redirect flood flows, expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or be exposed to inundation by seiche, tsunami, or mudflow.

These issues **will not** be addressed in the EIR.

### 3.10 LAND USE AND PLANNING

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				■
b. 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?	■			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■

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#### **3.10(a)**      *Physically divide an established community?*

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##### **Determination: No Impact.**

*Sources: Project Application Materials, Google Earth.*

##### **Impact Analysis**

An example of a Project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed at this time and the only new structures may include signage identifying the truck restriction. Therefore, no impacts would occur with respect to dividing an established community.

This issue **will not** be addressed in the EIR.

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***3.10(b) 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?***

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**Determination: Potentially Significant Impact.**

*Source: Project application materials.*

**Impact Analysis**

As identified in this Initial Study Checklist, the Project may have potentially significant impacts with respect to Air Quality, Greenhouse Gas Emissions, Land Use and Planning, Noise, and Transportation/Traffic.

The City recently adopted their updated General Plan in September 2017. This EIR will thoroughly review the Project's consistency with the various goals and policies of the 2017 General Plan. Specifically, since the Mira Loma Commerce Park project was the impetus for environmental justice elements in general plans, this section will include a consistency analysis of the proposed truck restriction ordinance to the goals and policies in the City's recently approved Environmental Justice Element (2014). This section will also analyze the project's consistency with applicable regional plans, including the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy.

This issue **will be** addressed further in the EIR.

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***3.10(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?***

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**Determination: No Impact.**

*Source: Project application materials.*

**Impact Analysis**

Because all the affected roadways are paved, the Project will not impact biological resources under the jurisdiction of a habitat conservation plan or natural community conservation plan. The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction. Therefore, no impacts would occur with respect to this issue.

This issue **will not** be addressed in the EIR.

### 3.11 MINERAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				■

**Determination: No Impact for all Issues Described Above.**

*Sources: Riverside County General Plan Figure OS-5, "Mineral Resources," Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California, the California Division of Mines and Geology, Jurupa Valley General Plan Land Use Map and Zoning Map, Ontario General Plan Land Use Map and Zoning Map, Fontana General Plan Land Use Map and Zoning Map*

#### Impact Analysis

Because all the affected roadways are paved, the Project will not impact mineral resources. The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

This issue **will not** be addressed further in the EIR.

### 3.12 NOISE

<i>Would the Project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	■			
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?			x	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				■
f. For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?				■

#### **3.12(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

##### **Determination: Potentially Significant Impact.**

It is assumed that the primary noise generating activities associated with the Project would be increased truck traffic at various locations along the proposed truck routes. The EIR will discuss relevant standards and criteria for noise exposure. The assessment of impacts will be based on the City of Jurupa Valley's General Plan Noise Element and Municipal Code, as well as other applicable guidelines provided by the Federal Transit Authority. Additionally, it is noted that the Project may impact jurisdictions outside of the City; assessment of noise impacts will also consider standards provided by Caltrans and the cities of Ontario, Fontana, and Eastvale.

#### **3.12(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

##### **Determination: Less Than Significant Impact.**

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and



state routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings).” Therefore, transportation-related vibration associated with proposed truck route ordinance and the increase of truck traffic along some roadways would not result in excessive groundborne vibrations; no vehicle-generated vibration impacts would occur.

California Department of Transportation (Caltrans). 2013, September. *Transportation and Construction Vibration Guidance Manual*. Prepared by ICF International.  
Available at: [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf)

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**3.12(c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?**

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**Determination: Potentially Significant Impact.**

The anticipated redistribution of truck traffic could result in long-term increases in traffic noise along some roadways. This issue will be addressed in the EIR.

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**3.12(d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?**

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**Determination: Less Than Significant Impact**

Source: Project application materials.

**Impact Analysis**

With the exception of new signage, the Project will not introduce new improvements of require construction activities. No temporary or periodic increase in ambient noise levels are anticipated and this issue will **not** be addressed in the EIR.

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**3.12 (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?**

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Some affected roadways may be located within the *Ontario International Airport Compatibility Plan*. The project, however, would not introduce new land use development or residents or employees to the project area. It would, therefore, not expose people to potential airport noise.

This issue will not be addressed in the EIR.

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**3.12(f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?**

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**Determination: No Impact.**

Source: Google Earth, Field Inspection.

The Project area is not located in the vicinity of a private airstrip. No impacts will occur.

This issue will not be addressed in the EIR. Nonetheless, this issue **will be** addressed further in the EIR since the EIR will contain a chapter on Noise.

### 3.13 POPULATION AND HOUSING

<i>Would the Project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				■
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

#### **3.13(a) )?**

**Determination: Less than Significant Impact for all Issues Described Above.**

*Source: Project Application Materials.*

#### **Impact Analysis**

The Project would not directly result in population growth because it does not propose any residential dwelling units. The affected roadways are improved roadways and do not contain housing or provide habitable structures.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project . The only new structures may include signage identifying the truck restriction.

As such, the Project will not induce population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure, displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

This issues **will not** be addressed further in the EIR.

### 3.14 PUBLIC SERVICES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?				■
2) Police protection?				■
3) Schools?				■
4) Parks?				■
5) Other public facilities?				■

#### **Determination: No Impact for all Issues Described Above.**

*Source: Project Application Materials.*

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR-60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to roadways are proposed by the Project. The only new structures may include signage identifying the truck restriction. The Project will not result in the construction of new roadways into undeveloped areas which could induce population growth requiring new public services or the expansion of public facilities. (Emergency access issues are discussed under Section 3.16, *Transportation and Traffic*).

As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services

- Fire Protection
- Police Protection
- Schools
- Parks
- Other Public Facilities

This issue **will not** be addressed further in the EIR.

### 3.15 RECREATION

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project Application Materials.*

#### Impact Analysis

The Project is adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to roadways are proposed and the only new structures may include signage identifying the truck restriction.

The Project would not alter land uses or generate new residents or employees that would increase the demand on parks or other recreational facilities. It would not, therefore, accelerate the deterioration of existing facilities or result in increased demand requiring the construction or expansion of recreational facilities which could cause a physical impact on the environment.

This issue **will not** be addressed further in the EIR.

### 3.16 TRANSPORTATION/TRAFFIC

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■			
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■			
e. Result in inadequate emergency access?	■			
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	■			

**3.16(a)** *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

**3.16(b)** *Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

**3.16(d)** *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

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**3.16(e) Result in inadequate emergency access?**

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**3.16(f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

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**Determination: Potentially Significant Impact for all Issues Described Above.**

*Source: Project application materials.*

**Impact Analysis**

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

Rerouted vehicles would use defined truck routes, including Jurupa Street at I-15, Philadelphia Street, and Milliken Avenue. The alternate routes lie wholly or partially within other adjacent jurisdictions; therefore, diverting trucks would require negotiations with those jurisdictions and Caltrans (who controls State Route 60 right of way for placement of signs) to fully realize the intent of implementing a through truck restriction along Etiwanda Avenue between State Route 60 and Hopkins Street.

Because of the magnitude of truck traffic on Etiwanda, it is possible that re-routing of approximately 4,000 trucks per day could have significant impacts on other routes/intersections including those in other jurisdictions.

The EIR will summarize the findings of the Traffic Impact Analysis and will include analysis of existing roadways and traffic conditions compared to future conditions with adoption of the proposed truck route restriction ordinance. Potential congestion in the Mira Loma area and neighboring jurisdictions will be analyzed. Traffic impacts related to project-generated trips and intersection levels of service will be identified, and appropriate mitigation measures will be incorporated into the EIR. The EIR will also address conformance with the congestion management plan, the potential for hazardous conditions, and impacts to pedestrian and bicycle travel, and include a discussion of vehicle miles traveled (VMT) to address anticipated requirements with SB 743.

These issues **will** be addressed in the EIR.

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**Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

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**Determination: No Impact.**

*Source: Ontario International Airport Land Use Compatibility Plan.*

The Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

This issue will **not be** addressed further in the EIR.

### 3.17 TRIBAL CULTURAL RESOURCES

<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				■
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				■

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**3.17(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

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**3.17(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

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**Determination: No Impact.**

*Source: Project application materials*

#### Impact Analysis

On July 1, 2015 AB 52 (Gatto, 2014) went into effect. AB 52 established "Tribal Cultural resources" as a resource subject to CEQA review. Tribal Cultural Resources are either of the following:

*(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*

*(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.*

*(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.*

*(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project.

As part of the Notice of Preparation (NOP) process, the Planning Department will notify the following California Native American Tribes per the requirements of AB52:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Soboba Band Luiseño Indians
- Torres Martinez Band of Cahuilla Indians.

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction. The roadways affected by the Project are improved roadways and include pavement (and in many cases include curbs, gutters, sidewalks, and parkway landscaping).

None of the affected roadways are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Since no physical disturbance to any affected roadway will occur, the Project will not impact a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

This topic **will not** be addressed in the EIR.



### 3.18 UTILITIES AND SERVICE SYSTEMS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				■
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?				■
e. Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?				■
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?				■
g. Comply with federal, state, and local statutes and regulations related to solid waste?				■

**Determination: No Impact for all Issues Described Above.**

*Source: Project application materials.*

#### Impact Analysis

The Project is the adoption of an ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with gross vehicle weight rating (GVWR) over 16,000 pounds (lbs.) from accessing Etiwanda Avenue between SR-60 and Hopkins Street and Country Village Road between SR- 60 and Philadelphia Avenue in the City of Jurupa Valley. No physical changes to any affected roadways are proposed by the Project at this time and the only new structures may include signage identifying the truck restriction.

As such, the Project will not generate additional wastewater that could exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the

construction of which could cause significant environmental effects, require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The Project would not impact water supplies available to serve the project area from existing entitlements and resources, or are new or expanded entitlements needed. The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments, The Project is not required to be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs nor does it need to comply with federal, state, and local statutes and regulations related to solid waste because it is not a generator of solid waste

These issues **will not** be addressed in the EIR.

### 3.19 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				■
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■			
c. Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	■			

#### Impact Analysis

**3.19(a)** *Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**Determination: No Impact.**

*Source: This Initial Study Checklist.*

#### Impact Analysis

As discussed in this Initial Study Checklist, the project will have no impacts related to biological resources, cultural resources, or tribal cultural resources.

This issue **will not** be addressed in the EIR.

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**3.19(b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

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**Determination: Potentially Significant Impact.**

*Source: This Initial Study Checklist.*

**Impact Analysis**

The Project has the potential to result in cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:

- Air Quality;
- Greenhouse Gas (GHG) Emissions;
- Land Use and Planning;
- Noise; and
- Transportation/Traffic.

To a certain extent, impacts of the Project, together with other known or anticipated projects in the area, may have a cumulative effect under all of the aforementioned environmental topics. The EIR will identify the Project’s contribution to, and context within, potentially significant cumulative environmental effects influencing the vicinity and region.

These issues **will be** addressed in the EIR.

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**3.19(c) Does the Project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?**

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**Determination: Potentially Significant Impact.**

**Impact Analysis**

As indicated by this Initial Study Checklist, the Project may cause or result in certain potentially significant environmental effects, resulting in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated under all CEQA issue areas, Project impacts that could directly affect human beings include:

- Air Quality;
- Greenhouse Gas (GHG) Emissions;
- Land Use and Planning;
- Noise; and
- Transportation/Traffic.

These issues **will be** addressed in the EIR.

#### **4.0 REFERENCES**

1. Air Quality Analysis (MIG, March 2016)
2. Noise Study (MIG, September 2016)
3. CEQA Traffic Analysis Results Memorandum (Iteris, September 20, 2016)

## **5.0 REPORT PREPARATION PERSONNEL**

### **LEAD AGENCY:**

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