

## 4. Environmental Setting

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### 4.1 INTRODUCTION

This section provides a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

In the case of the proposed project, the Initial Study 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 February 2018.

### 4.2 REGIONAL ENVIRONMENTAL SETTING

#### 4.2.1 Regional Location

The City of Jurupa Valley is in western Riverside County of Southern California. It is bordered by the cities of Eastvale to the west, Norco and Riverside to the south and east, and the cities of Ontario, Fontana and Rialto in the County of San Bernardino to the north and east (see Figure 3-1, *Regional Location*, in Chapter 3, *Project Description*).

Regional access to the City is provided by various freeways. State Route 60 (SR-60) traverses Jurupa Valley in an east-west direction; Interstate 15 (I-15) travels north-south along the City’s western boundary; I-10 travels in an east-west direction and is to the north in the County of San Bernardino; and I-215 travels north-south to the east of the City. The Santa Ana River generally forms the City’s southern boundary.

#### 4.2.2 Regional Planning Considerations

##### 4.2.2.1 SCAG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

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

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

### 4.2.2.2 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The City is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law and standards are detailed in the Air Quality Management Plan (AQMP) for the SoCAB. Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants—ozone (O<sub>3</sub>), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide, coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O<sub>3</sub>, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO<sub>2</sub> under the California AAQS. The proposed project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

### 4.2.2.3 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent (MMTCO<sub>2e</sub>) for the state (CARB 2008). CARB is required to update the Scoping Plan every five years and completed the last update in 2014. In 2015, the governor signed Executive Order B-30-15 into law, establishing a GHG reduction target for year 2030, which was later codified under Senate Bill 32 (SB 32) (2016). The 2016-2017 update to the Scoping Plan will address the 2030 target of a 40 percent below 1990 levels.

In 2008, SB 375 was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). SB 375 requires CARB to periodically update the targets, no later than every 8 years. CARB plans to propose updated targets for consideration in 2016, with the intent to make them effective in 2018. For the SCAG region, the 2016-2040 RTP/SCS, adopted on April 7, 2016, projects that the SCAG region will meet or exceed the passenger per capita targets set in 2010 by CARB (SCAG 2016).

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.6, *Greenhouse Gas Emissions*.

### 4.3 LOCAL ENVIRONMENTAL SETTING

#### 4.3.1 Location and Land Use

##### 4.3.1.1 PROJECT LOCATION

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

##### 4.3.1.2 EXISTING LAND USES

###### Roadways

The roadway segment on Etiwanda Avenue between SR-60 and Hopkins Street, the roadway segment on Country Village Road between SR-60 and Philadelphia Avenue, and intersections impacted by the project are

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functioning roadways with various levels of improvements. All roadways are paved. Depending on the specific location, improvements may also include subsurface utility lines (e.g. water and sewer), curb, gutter, sidewalk, landscaping, raised medians, or overpasses.

All roadways are within an urbanized area that is primarily developed with light industrial, commercial, and residential uses. There are several parcels that are vacant and undeveloped on Etiwanda Avenue, and a small vacant parcel is on Country Village Road at the northeast corner of the roadway segment. The roadway segment on Country Village Road contains one overpass above a drainage channel, adjacent to open space and public facilities land uses.

### **Surrounding Uses**

On the west side of the roadway segment of Etiwanda Avenue between SR-60 and Hopkins Street is the Space Center Industrial Complex (see Figure 3-3 and Figure 4-1, *Site Photos*). The south side of the complex is the still-vacant expansion site, approved for 1.1M square feet industrial use (warehousing and light industrial uses) in November 2017. This is consistent with the City's General Plan designation for this property. North of the expansion site is the operating warehousing, distribution, and light industrial uses that are part of the overall Space Center Industrial Complex. On the east side of Etiwanda Avenue, south of Hopkins Street, is additional warehousing and light industrial land uses that are part of the Mira Loma Commerce Center. South of this warehousing is approximately six acres of vacant land sited for light industrial use in the City's General Plan Land Use Element.

Between this currently vacant land and SR-60 is Mira Loma Village, a 101-unit single-family residential neighborhood comprised of mostly low-income, Hispanic residents. The potential adverse impacts of the Mira Loma Commerce Center (approved 2011) to this neighborhood (air quality, noise, traffic, etc.) spurred the subsequent filing of the Center for Community Action and Environmental Justice (CCA EJ) lawsuit challenging the County of Riverside's approval of the industrial complex.

A narrow commercial strip along Etiwanda Avenue forms an approximately 30-foot buffer between Etiwanda Avenue and the southern half of Mira Loma Village. A small open space is between the SR-60 on-ramp and the freeway main line.

On the west side of the roadway segment of Country Village Road between SR-60 and Philadelphia Avenue are the Country Village Senior Apartments and Country Village Golf Course (see Figures 3-4 and 4-1), with single-family residential along Country Village Road north of the senior apartments. The Mira Loma Commerce Center is west of the senior housing, across Grapevine Road, and other industrial uses are northwest of the intersection of Country Village Road and Philadelphia Avenue. On the east side of the road, from north to south, are a strip of vacant land designated for commercial use by the City's General Plan, with single-family residential beyond it; multifamily residential; and public facilities/open space uses, with access roadways to water storage tanks, designated rural open space in the General Plan. Northeast of the Country Village Road / Philadelphia Avenue intersection and southeast of the open space are more single-family residential uses.

Figure 4-1 - Site Photos  
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Key Map  
① Site Photo Locations and Directions (8)  
— Potential Route Restrictions for Trucks over 16,000 lbs. (Reduced Trips)



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Key Map Source: Google Earth Pro, 2018

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### 4.3.2 Local Planning Considerations

#### 4.3.2.1 GENERAL PLAN

The City of Jurupa Valley adopted the its first General Plan in 2017. The land use element (LUE) and environmental justice element (EJE) include policies for managing commercial truck traffic impacts on streets, neighborhoods, for public safety purposes, and to avoid residential areas. The following policies are specifically relevant to the proposed project.

- LUE 3.13, **Commercial Trucks**. Manage commercial truck traffic, access, loading, and parking to minimize potential impacts on adjacent residential and commercial properties.
- EJE Program 2.1.1, **Truck Routes**. Designate truck routes to avoid residential areas including low-income and minority neighborhoods.

The General Plan Land Use Element designates land uses surrounding the project area at Etiwanda Avenue as light industrial, warehousing, and low-density residential; and land uses surrounding the project area at Country Village Road as residential (low, medium, and high density), public facilities/open space, commercial retail, and vacant land. Project consistency with the adopted General Plan is analyzed in Table 5.3-2, *City of Jurupa Valley General Plan Consistency Analysis*, of Section 5.3, *Land Use and Planning*.

#### 4.3.2.2 ZONING

The two roadway segments of the proposed project are within one mile of the Space Center Industrial Complex and other light industrial uses. The area on the west of the Etiwanda Avenue segment is zoned Manufacturing – Medium (M-M). The M-M zone (1) promotes and attracts industrial and manufacturing activities which will provide jobs to local residents and strengthen the County’s economic base; (2) provides the necessary improvements to support industrial growth; (3) ensures that new industry is compatible with uses on adjacent lands, and (4) protects industrial areas from encroachment by incompatible uses that may jeopardize industry.

The area on the southeast of the Etiwanda Avenue segment is zoned One-Family Dwellings (R-1) and Industrial Park (I-P), with M-M zoning on the northeast area of the segment. The I-P zone permits (1) food, lumber, wood and paper products; (2) textile and leather products; (3) chemical and glass products; (4) metal, machinery, and electric products; (5) transportation and related industries; (6) engineering and scientific instruments; (7) industrial uses; and (8) various commercial uses, airports, and heliports, and other conditionally permitted uses.

There are several zoning designations in the area surrounding the Country Village Road segment of the project. In the southwest, in the Country Village Senior Apartments area, the area is zoned General Residential (R-3) and General Commercial (C-1). The area in the northwest is zoned One-Family Dwellings (R-1) and Planned Residential (R-4). In the northeast, the area is zoned Multiple Family Dwellings (R-2), Scenic Highway Commercial (C-P-S), General Residential (R-3), and Controlled Development Area with

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Mobile Homes (W-2). In the southeast, the area is zoned Residential Agriculture (R-A-20), Light Agriculture (A-1), One-Family Dwellings (R-1), and General Residential (R-3).

### 4.3.3 Environmental Resources and Infrastructure

This DEIR examines the relevant environmental issues related to the proposed project. Therefore, environmental resources and infrastructure areas that are not relevant to the project and were found not to have a potentially significant physical impact are not addressed in this DEIR. The topics addressed in this DEIR are related to air quality, greenhouse gas emissions, land use, noise, and transportation and traffic.

#### 4.3.3.1 AIR QUALITY

The SoCAB is designated as nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for PM<sub>10</sub> and nitrogen dioxide NO<sub>2</sub> under the California AAQS. Additional information regarding air quality and climate change regulations affecting Jurupa Valley is in Section 4.2.2, *Regional Planning Considerations*, above. Project impacts on air quality conditions and climate in the City are analyzed in Sections 5.1, *Air Quality*, and 5.2, *Greenhouse Gas Emissions*.

#### 4.3.3.2 NOISE

Community noise levels are measured in terms of the “A-weighted decibel” (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels to the frequency response of the human ear. The noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted decibel. Noise levels in the project area are influenced primarily by motor vehicle traffic along Etiwanda Avenue and Country Village Road. Noise from existing light industrial uses surrounding the project site also adds to the noise levels in the project area. Refer to Section 5.4, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

#### 4.3.3.3 TRANSPORTATION

The nearest freeways to the project site are SR-60 to the south, I-15 to the west, I-10 to the north, and I-215 to the southeast. Interstates and highways on the Riverside County Congestion Management Program (CMP) near the project site include I-215 and SR-60.

Public transit in Jurupa Valley is provided by Riverside Transit Agency (RTA). The closest bus stops to the project site are on Country Village Road at the intersections of Granite Hill Drive, Country Club Road, and Oak Leaf Way. There are no bus stops on the roadway segment of Etiwanda Avenue. There is a Metrolink station (East Ontario Station) in the city approximately 4 miles northwest of the proposed project, and another Metrolink station (Pedley Station) approximately 4.5 miles southeast of the proposed project.

There are paved sidewalks on the western side of Country Village Road. The paved sidewalk on the eastern side of the road are intermittent. There are paved sidewalks on Etiwanda Street in both directions the entire length of the proposed project roadway segment. Refer to Section 5.5, *Transportation and Traffic*, for additional

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information concerning existing transportation facilities and traffic conditions and an analysis of project-related impacts.

### 4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

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

The CEQA Guidelines (Section 15130 [b][1]) state that the information used to analyze cumulative impacts should come from one of two sources:

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

Cumulative impact analyses for separate topical sections are also based on the most appropriate geographic boundary for the respective impact. The approach is summarized below and further discussed in each topical section. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, and traffic) have been addressed in the context of various regional plans and defined significance thresholds.

- **Air Quality.** Air quality impacts are both regional impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the South Coast Air Basin. For purposes of the Air Quality analysis, the Year 2020 With Project conditions are compared to the Year 2020 Without Project conditions to determine the potential operation-related impacts of the proposed project due to a change in traffic patterns with the truck restrictions in conjunction with cumulative projects.. Air pollutant emission rates per mile for vehicles are higher in 2020 compared to project vehicle emission rates in 2035. Cumulative projects include new development and general growth in the project area by 2020. Comparison of these two scenarios was determined to be the worst-case scenario for air quality and health risk impacts.
- **Greenhouse Gas (GHG) Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the GHG analysis in this DEIR analyzes the project’s cumulative contribution to GHG emissions. A 2020 analysis was performed to calculate emissions under 2020 conditions. The modeling accounts for the on-road mobile emissions generated from vehicles in 2020, which includes the change in traffic patterns due to the trucking restrictions and new development and general growth in the project area by 2020.

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- **Land Use and Planning.** Cumulative impacts are based on jurisdictional boundaries and related plans, including the City of Jurupa Valley General Plan and regional land use plans (e.g., SCAG's RTP/SCS).
- **Noise.** Cumulative noise impacts are based on the traffic study, which considers the regional growth based on citywide and regional projections. The noise modeling was conducted for 2035 conditions, which corresponds to the most conservative analysis since it represents cumulative conditions and the highest trip volume increases. The 2035 scenarios include general growth in the project area and cumulative development by 2035.
- **Transportation and Traffic.** The traffic study considers both project-specific impacts and the project's cumulative contribution to traffic in the project vicinity. The traffic analysis is based on forecasts for future conditions provide by the RivTAM Travel Demand Model. The model incorporates regional growth projections identified by SCAG and anticipated cumulative projects in the region. The traffic analysis evaluated traffic conditions without and with the project at 2020 when the truck restrictions would be implemented and also at long-range 2035 horizon year conditions.