

3. Project Description

3.1 PROJECT LOCATION

The City of Jurupa Valley covers approximately 43.5 square miles in Riverside County. The City is bordered by the City of Fontana, the City of Ontario, and San Bernardino County to the north, the City of Norco and the City of Riverside to the south, the City of Eastvale to the west, and the City of Riverside and San Bernardino County to the east. The proposed project would restrict trucks with a gross vehicle weight rating over 16,000 lbs. on an approximately 0.6-mile segment of Etiwanda Avenue and an approximately one-mile segment of Country Village Road (see Figure 3-1, *Regional Location*, and Figure 3-2, *Area Roadway Network*).

Specifically, the project involves the following roadway segments:

- Etiwanda Avenue between SR-60 and Hopkins Street (see Figure 3-3, *Potential Restricted Segment, Etiwanda Avenue*)
- Country Village Road between SR-60 and Philadelphia Avenue (see Figure 3-4, *Potential Restricted Segment, Country Village Road*)

3.2 STATEMENT OF OBJECTIVES

Objectives for the City of Jurupa Valley Etiwanda Avenue/Country Village Road Truck Restrictions Ordinance project will aid decision makers in their review of the project and associated environmental impacts:

1. Comply with the Consent Judgement in the case: *Center for Community Action and Environmental Justice (CCA EJ) v. County of Riverside, et. al.*
2. Consider adoption of a City ordinance prohibiting trucks over 16,000 pounds from accessing the two roadway segments in the proposed project.
3. Remain consistent with goals in the City's General Plan to designate truck routes, and manage commercial truck impacts to disadvantaged and other residential neighborhoods.
4. Reduce exposure to toxic air contaminants, including diesel particulate matter and other pollutants, at sensitive receptors and residential neighborhoods while maintaining the efficiency of the local and regional transportation system.

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3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means:

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

3.3.1 Description of the Project

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* that 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 on 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. The results of the traffic study were presented at the City Council meeting of December 4, 2014. Pursuant to requirements outlined by the 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 traffic, air, and noise analyses were initiated. The findings, presented on May 5, 2016, revealed that truck restrictions along Etiwanda Avenue would result in the diversion of trucks that would impact residents along Country Village Road north of SR-60. The truck restriction route was expanded to include Country Village Road between SR-60 and Philadelphia Avenue.

The proposed project for this EIR is the adoption of a City ordinance prohibiting medium-heavy- and heavy-heavy-duty trucks with a gross vehicle weight rating over 16,000 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.

3.4 INTENDED USES OF THE EIR

This Draft EIR is a focused DEIR that examines the environmental impacts of the proposed project and discloses the impacts of regional significance. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Jurupa Valley and other responsible agencies and interested parties to make informed decisions with respect to the proposed truck restriction ordinance.. The anticipated approvals required for this project are:

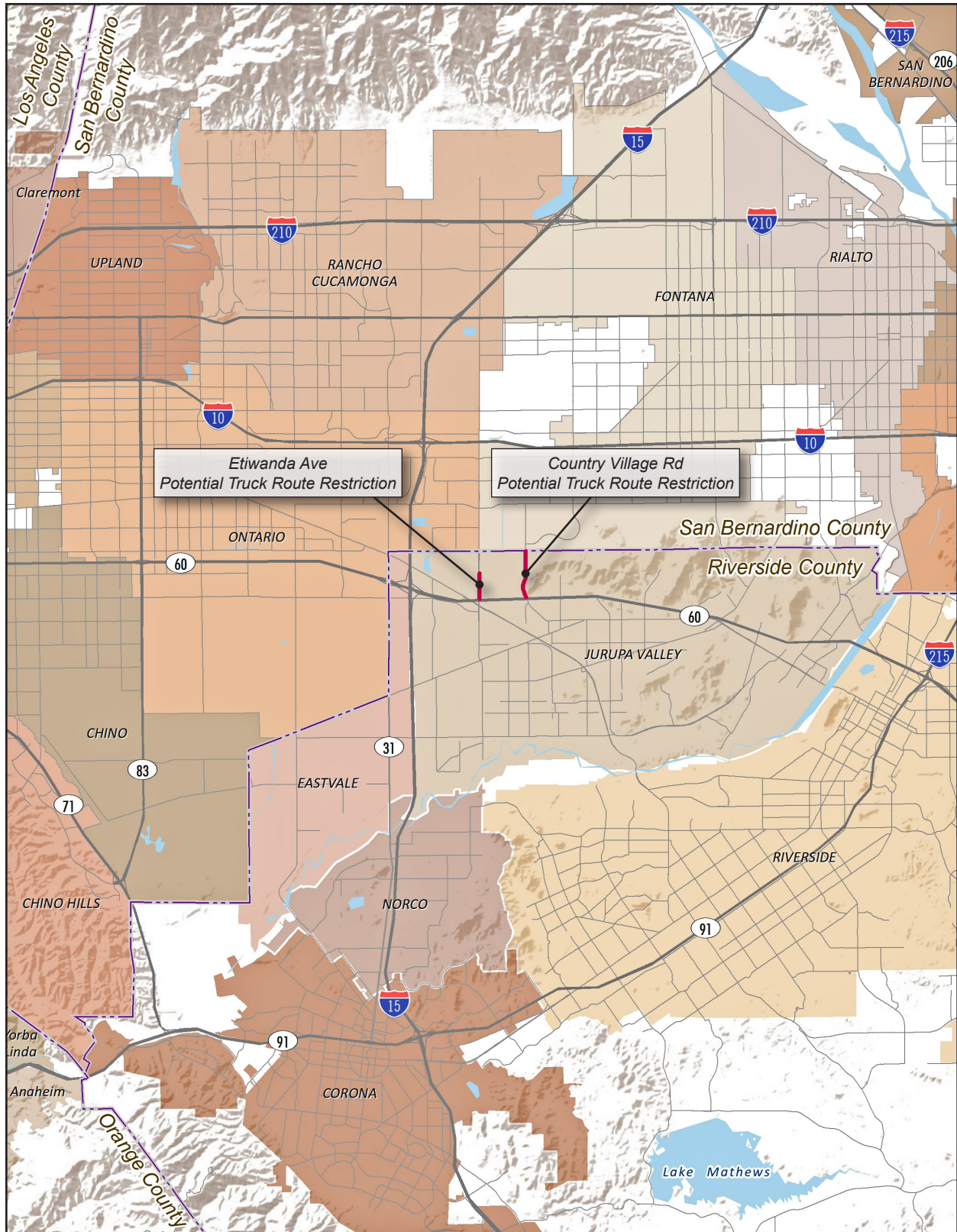
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Lead Agency	Action
City of Jurupa Valley City Council	<ul style="list-style-type: none">▪ Notify Caltrans District 8 staff of Draft Ordinance preparation.▪ Approval of proposed Project.▪ Adoption of Findings of Fact and Statement of Overrides, if required▪ Adoption of a Mitigation Monitoring and Reporting Program (MMRP), if applicable.
Responsible Agencies	Action
Caltrans District 8	<ul style="list-style-type: none">▪ Caltrans District 8 director issues written approval of draft ordinance

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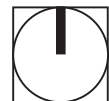
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Figure 3-1 - Regional Location
3. Project Description



Note: Unincorporated county areas are shown in white.

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Scale (Miles)

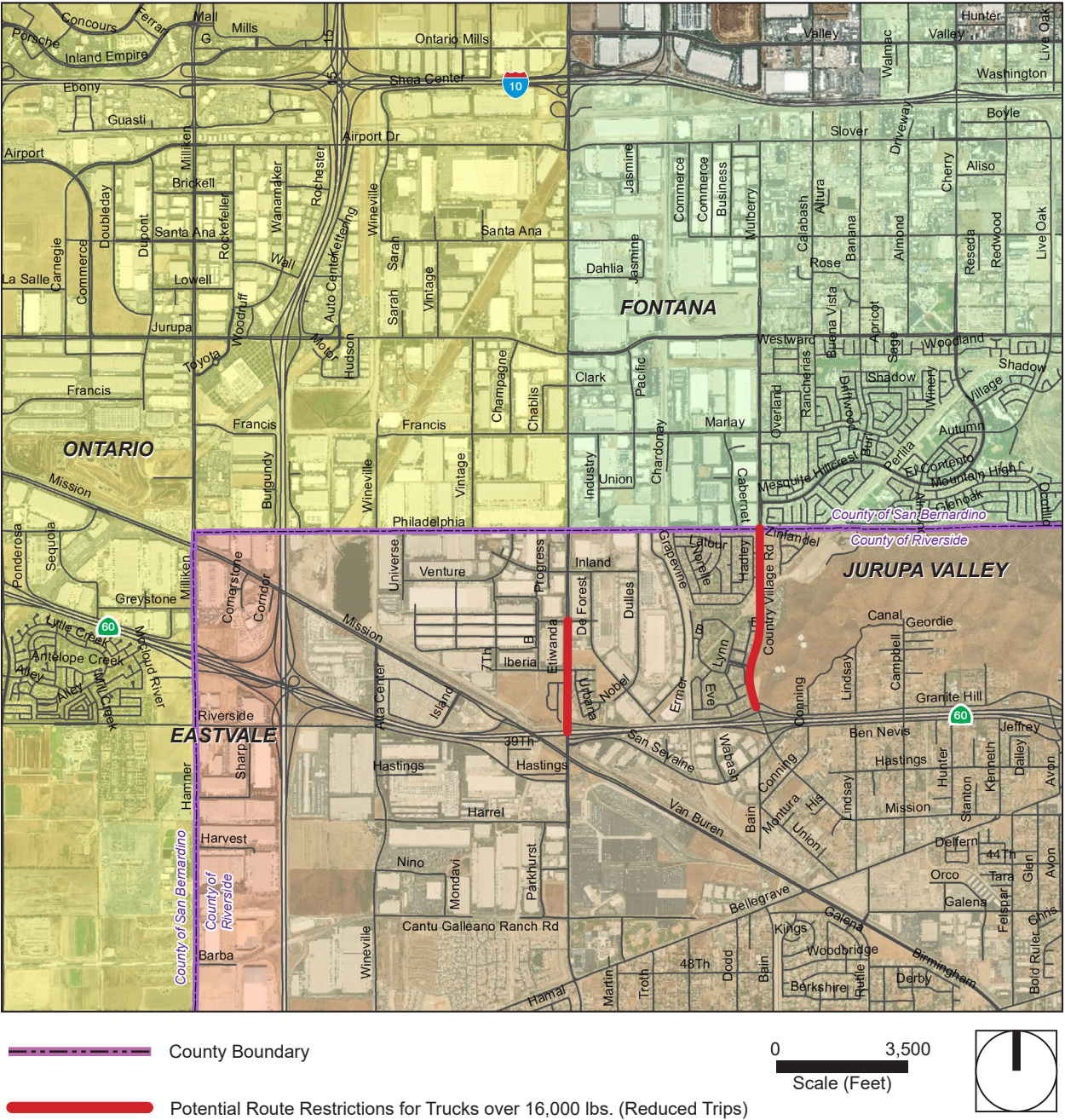


Source: ESRI, 2018

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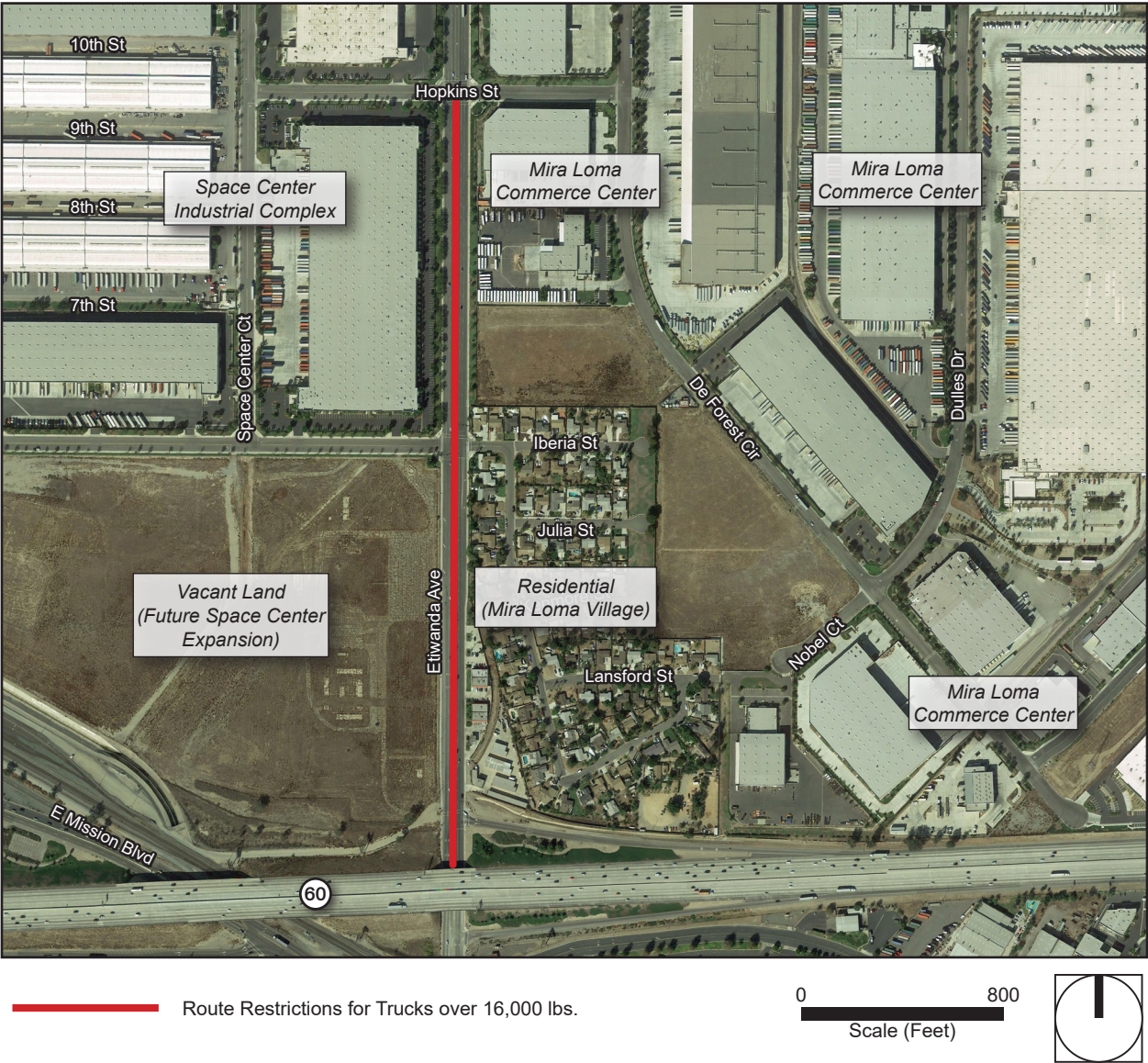
Figure 3-2 - Area Roadway Network
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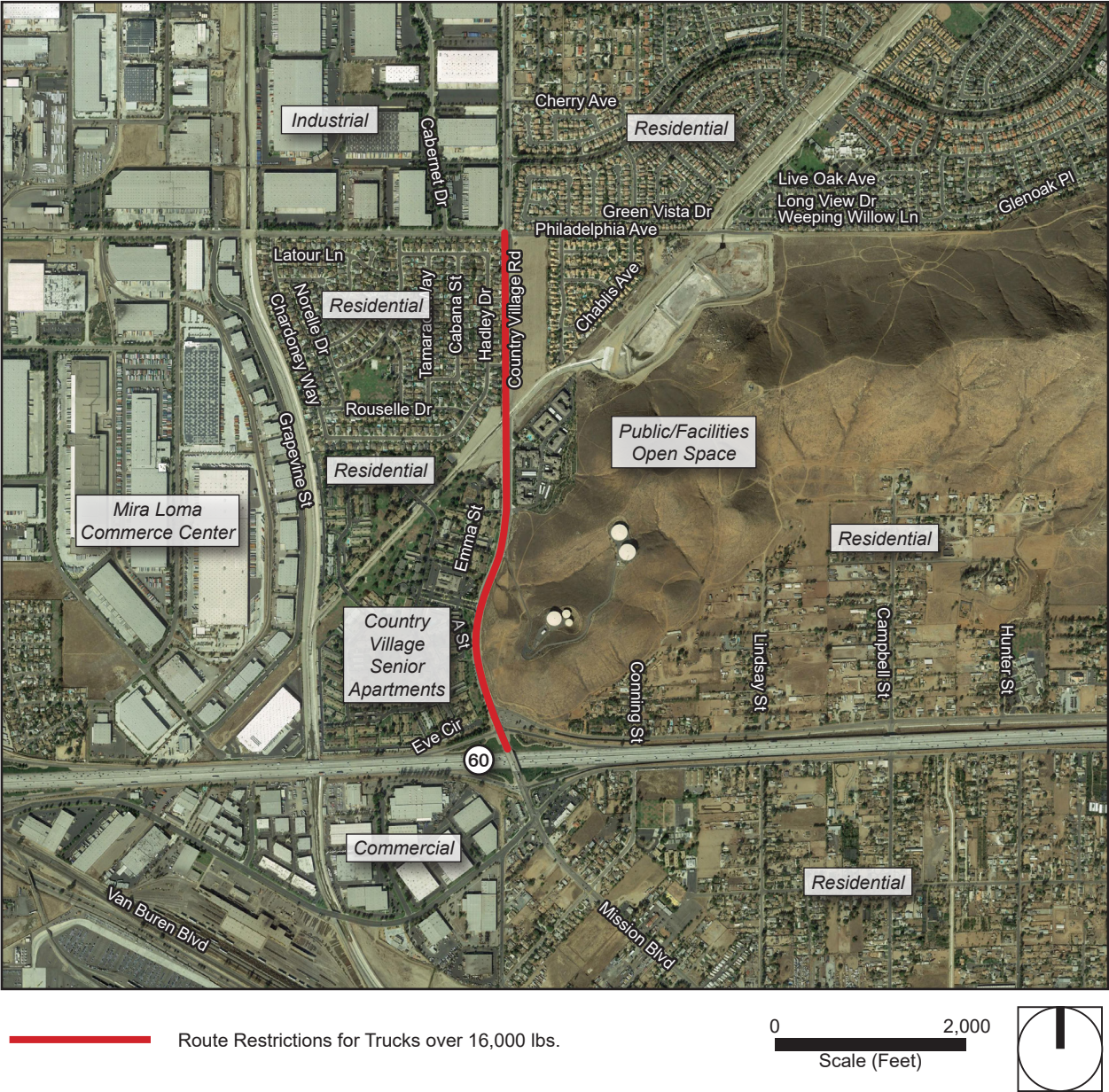
Figure 3-3 - Potential Truck Restriction, Etiwanda Avenue
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Figure 3-4 - Potential Truck Restriction, Country Village Road
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Source: Google Earth Pro, 2018

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